

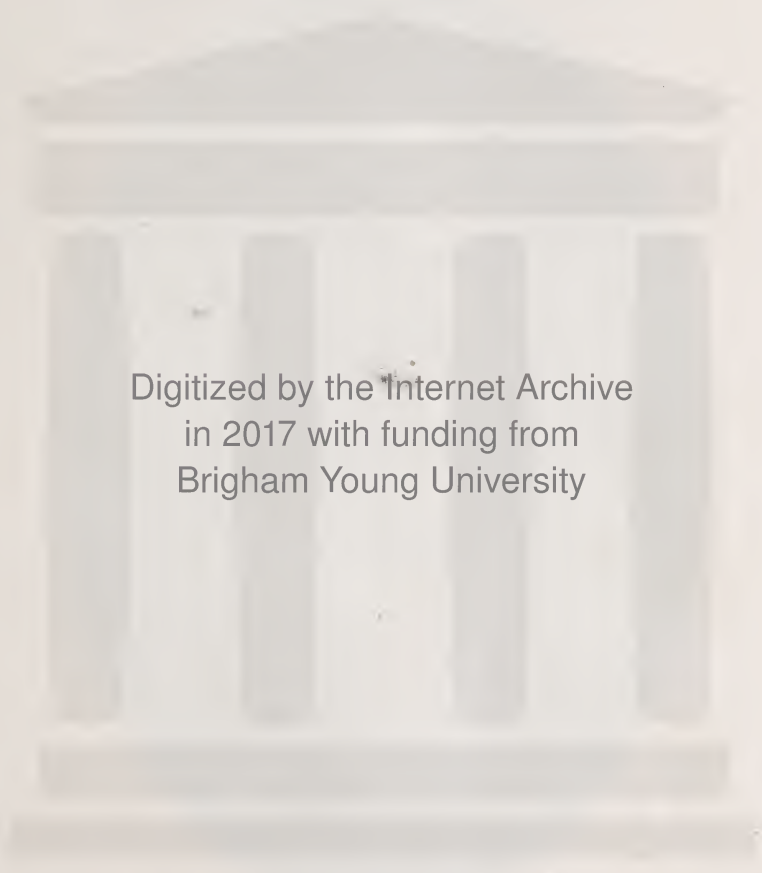
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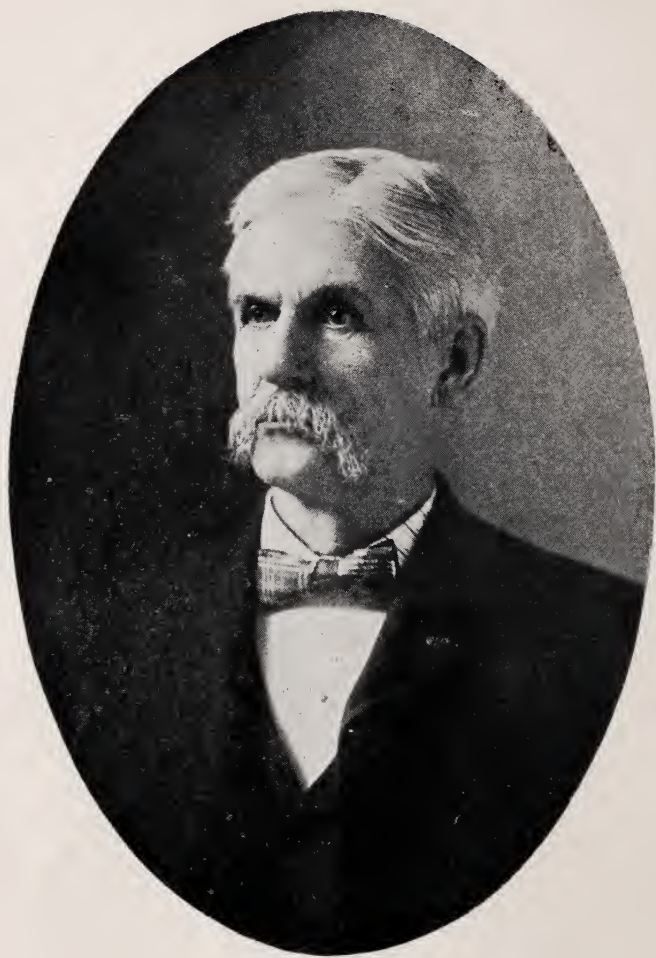
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History of Aroostook

Volume I

Comprising Facts, Names and Dates
relating to the early settlement of
all the different Towns and
Plantations of the
County.



Compiled and Written by
Hon. Edward Wiggin

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By
GEORGE H. COLLINS

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INTRODUCTION

So far as the writer knows the only complete compilation of facts covering the early settlement of Aroostook was one made by the late Hon. Edward Wiggin, about thirty years ago. In preparation for this record Mr. Wiggin visited every town in the County, and secured the facts comprised in his narrative largely from the pioneer settlers of each town, whose recollections were then fresh regarding their experience and the facts concerning the early settlement of their town.

This record of Mr. Wiggin, now in the custody of the Presque Isle Public Library, is in part in manuscript written in pencil, and in part consists of newspaper clippings of articles published at the time they were written. The whole series forms a voluminous and very important contribution to the early history of the County, but in its present shape is almost valueless to the public, either for reference or for general reading.

On account of the expense involved, no attempt has heretofore been made to get these notes into type, and to bind them in book form, for better preservation and for the purpose of more convenient reading and reference.

It is the opinion of the writer that this should be done, and accordingly he has undertaken the work, and has taken the chance of incurring the very considerable expenditure of labor and money it will require, believing that a sufficient number of the printed volumes can be sold to cover the outlay involved.

The published work is herewith presented to the people of Aroostook, and we believe that all who are interested in the history, growth and development of our great county will find this work of value and interest.

The writer of this introductory notice plans to follow this with a supplementary volume, covering the different stages of development, the record of which since the date of this early history written by Mr. Wiggin, has been so marvelous a story of growth and prosperity.

Without the patient and studious research which has gone into this admirable work of Mr. Wiggin, the supplement to follow this, though more of a story or series of pictures, may be expected to contribute further and we hope fittingly and worthily, to the record of Aroostook's wonderful progress.

GEORGE H. COLLINS.

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HISTORY OF AROOSTOOK

Mr. Wiggin's record of the early history of Houlton is as follows:

HOULTON

The oldest town in the County, distinguished as having been for years the extreme northeastern outpost of the United States.

In the years immediately following the Revolutionary War, the people of New England began to pay much attention to the matter of the establishing of schools and institutions of learning, and in this respect Massachusetts took the lead.

The people of New Salem, a pioneer settlement well toward the Connecticut River, sought aid from the State in establishing an academy in their town, and the Legislature of Massachusetts in June 23, 1799 passed a resolve granting them one half of a township six miles square, to be laid out and assigned by a committee for the sale of the eastern lands in some of the unappropriated lands in the District of Maine belonging to this Commonwealth, excepting all lands within six miles of the Penobscot River.

On the 19th of June an additional resolve was passed authorizing agents appointed by the legislature to convey the lands. The half township was surveyed in 1801 by Park Holland, Esq., and on Feb. 21, 1805, was conveyed by John Bead and Peleg Coffin, as agents named in the resolve, to the trustees of New Salem Academy. This tract is the southern half of the present flourishing town of Houlton.

Previous to the survey, and soon after the passage of the original resolution in 1799, a company of thirteen men of the town of New Salem, purchased the land of the trustees of the academy, and commenced to take measures to have it lotted and opened for settlement. The deed to these thirteen proprietors was not, however, made until June 1st, 1810. On June 1st, 1810 the proprietors voted that Joseph Houlton be agent to survey the half township, and he was directed to lay it out in square lots of 160 acres each, and to divide it by lots and half lots into

20 equal shares according to the quality of the land, at his discretion, reserving two lots for public uses.

Mr. Houlton attended to this work, taking Mr. Holland with him as surveyor, and on November 8, 1801, the proprietors voted to accept the division and draw for their respective shares two lots and three half lots to each share. The other seven of the original proprietors owned two shares each, and the remaining six one share each, and the drawing was made accordingly. At the same meeting three of the number sold their shares to the others, reducing the number to ten. The men to whom fell the task of opening the grant to settlement, and who may be called the founders of the town of Houlton, were: Aaron Putnam, Varney Pearce, Joseph Houlton, John Putnam, Joshua Putnam, Rufus Cowles, John Chamberlain, Wm. Bowman, Consider Hastings and Thomas Powers. All these were citizens of New Salem except Rufus Cowles, a physician of Amherst, Wm. Bowman of Hadley, and Thomas Powers of Greenwich.

Of these ten only three became actual settlers of the grant, namely: Joseph Houlton, who may be termed the father of Houlton, and for whom the town was afterwards named; Aaron Putnam and Joseph Putnam. The other seven sold their lots to settlers at different times, some of them holding their proprietorship as late as 1826.

The act of the legislature passed June 19, 1801 required that six families should be settled on the land within five years, or the grant should be void. But at the same time that the conveyance of the half township by the State agents to the trustees of the Academy was made, on Feb. 21, 1805, no settler had as yet entered upon his lot. Only one year more remained, and the outlook was not promising.

The region in which the settlers were asked to make their homes was most remote; no settlement had as yet been made in the then District of Maine except the Acadian settlement in the Madawaska District. To add to the troubles they were to locate upon disputed territory, the settlement of which might leave them under the British flag. Nevertheless, six families made known their intention of emigrating. They were the families of Mrs. Lydia Trask Putnam, whose father was a soldier under Wolfe, and whose eldest son fell in the movement following the battle of Lexington; Joseph Houlton, a grandson of a Revolutionary soldier; Varney Pearce, John and Joshua Putnam, also of Revolutionary lineage, and Dr. Samuel Rice.

The first to make actual settlement upon the new town was

Aaron Putnam, son of Lydia Trask Putnam, who came with his mother and family in the summer of 1805. The others followed in due time, though not all within the five years allowed in the grant. Mr. Putnam and his family embarked at Boston and sailed to St. John, N. B., thence up the river to Fredericton. Here they took a boat and worked their way with much difficulty to Woodstock, where the weaker ones of the party remained, and the men went on through the woods and began felling trees and taking possession of the new lots. Mr. Aaron Putnam appears, however, to have remained at Woodstock as storekeeper until 1809, when he joined the colony at Houlton. Mr. Joseph Houlton and family came in the 'spring of 1807. Mr. Houlton was the acknowledged leader of the pioneer band, and was a man of much energy and ability, being a man of property and influence in Massachusetts.

In the years of hardship and privation which followed in the new township Mr. Houlton proved a tower of strength to the settlers, and his ever ready counsel and assistance were of much value. He lived to see the colony placed on a firm foundation, and the settlement he had helped to plant in the wilderness, incorporated into a town in the good State of Maine. On a beautiful Sabbath, August 12, 1832, as he sat in his chair by the window, watching the soldiers of the garrison march by, he peacefully passed away, at the age of seventy-six. He was accorded a military funeral by Major Clark, who commanded the troops, and an officer's salute was fired over his grave.

In 1809 came John Putnam, and in the same year Aaron Putnam returned, and the next year built the first mill dam upon the stream. This dam was washed away and rebuilt a number of times before a permanent dam was secured. Dr. Rice and family came in 1811, and Mr. Wormwood and family came in 1812. In 1814 came Deacon Samuel Kendall and family, and with them Deacon Townsend. Nearly all these families had grown-up sons and daughters, and these inter-married and started new homes.

In 1808 Joseph Houlton was appointed register of deeds for the Northern District of Washington County by Gov. Sullivan of Massachusetts. This office he held until August 8, 1832, only four days before his death, when he was succeeded by Timothy Frisbie.

In June 1839 the new County of Aroostook was formed, and the first Aroostook deed was recorded June 18th of that year. After the War of 1812 new settlers began to come in, and

quite an immigration from the Province commenced. Mr. Wm. Williams and family were the first comers from the Province, and their descendants are now among the principal citizens of the County.

Up to this time the settlers were all living in log houses, and the first frame building in the town was the dwelling of Dr. Rice, built in 1813, which was years afterwards the residence of Chas. P. Tenney, until it was destroyed by fire in 1879. The next frame house was erected by Aaron Putnam, and is today (1890) in a modernized form occupied by Capt. B. H. Putnam as a residence.

The first clergyman who came to the place was Rev. Edward Eastman of Limerick, who organized the first Congregational Church Oct. 13, 1811. No meeting house was built in Houlton until 1837, though religious services were held in the houses of the citizens. In 1837 the Unitarian Society, composed of some 25 members who had withdrawn from the Congregational Church, erected a meeting house, which is still standing, though much damaged by the fire of 1888, and abandoned as a church edifice. In 1838 the Congregational meeting house was built, Rev. Chas. C. Beaman being its first pastor, and also chaplain of the garrison.

The years of 1816 and 1817 were hard years, the traditionally cold years, with heavy and continued frosts every month in the year. In those hard years those who had means shared with those who had not, and by the aid of an abundant supply of fish in the streams, and flour obtained from Fredericton at great expense, the people somehow got through without starving.

During these years Mr. Houlton built his large mansion, which, remodelled in many respects, is still standing. In 1817 Col. Turner of Vermont, and Mr. Johnson of Massachusetts, commissioners on the part of the United States, and Sir Archibald Campbell and Mr. Bouchette, on the part of Great Britain, came, with a party of 60 men and workmen, to establish a boundary line. This party made its headquarters at Houlton for a time, and on the Fourth of July, what was long known as the Line Men's Ball, given by the commissioners and engineers, took place at Mr. Houlton's new house. This was the grandest affair of the settlement up to this time. Army officers on the survey were present in full uniforms, and the citizens, of both sexes were attired in their best. A sumptuous dinner was served and the festivities were kept up during the day, and when evening came on the house was brilliantly lighted, though at that

time unfinished within, and containing only one immense room on the ground floor. Sir Archibald Campbell led the dance, and chose for his partner Miss Christina Wormwood, the youngest female present, she being then about fourteen. The surveying party did not remain very long after this event. The location of the boundary was a matter in dispute between the two nations, and no further attempts were made to locate the line until after the Webster—Ashburton Treaty of 1842.

In 1818 a petition was sent to the Massachusetts legislature for the incorporation of the half township, together with the adjoining half township granted to Groton Academy, which latter now constitutes the town of Hodgdon, into a town to be called Houlton. This petition shared the fate of a similar one sent in 1809, and the settlement remained unorganized.

Some time previous to this Mr. Houlton had built a grist mill and saw mill on the Cook Brook; Aaron Putnam, a saw and grist mill near the bridge, and Ebenezer Warner, who came in 1810, a saw mill on Houlton Falls.

In 1820 these pioneer settlers found themselves under the jurisdiction of the State of Maine, but still without local organization. Soon after that year came the children of Varney Pearce, one of the original proprietors, who did not settle on the grant, and had recently died at New Salem. The descendants of this family are numerous, and are among the foremost business men of the town.

In 1822 Mr. Wm. H. Cary of New Salem removed his family to the new settlement, and immediately commenced the erection of a spacious residence, which is still standing on the hill above the station. Mr. Houlton was keeping tavern at the time, and with him Mr. Cary and family boarded until their house was finished.

Shepard Cary, the second son, afterwards became the most prominent business man of Houlton, and probably no man ever came to Aroostook who did so much to further its business interests, or to help the laboring men of the County. Mr. Cary was in his early manhood when his family came to Houlton, being then but seventeen years of age. He commenced work as a carpenter on his father's new house, and afterwards worked for a number of years in the adjoining Province of New Brunswick. In 1826 he returned to Houlton and opened a store in part of the Cary residence, and soon after formed a partnership with Mr. Collins Whittaker, from New Salem.

The new firm of S. Cary & Co. commenced the business of

trading and lumbering, which they continued to enlarge until it reached dimensions hitherto unknown in this eastern section. The principal part of their business was cutting and squaring pine timber upon the upper St. John and Allegash waters, and driving the same into Fredericton.

The extensive and beautiful farm at Seven Islands, some eighty miles above Ft. Kent, was cleared, and upon this farm immense quantities of hay and grain were raised for the lumber operations. The crews remained in the woods throughout the year, some being employed in cutting and hauling timber, and others in work upon the farm. Teams of six and eight horses were used for hauling the timber, and sometimes as many as 300 men and 200 horses and oxen were in their employ.

Mr. W. Holman Cary Jr., a brother of Shepard Cary, was employed as overseer in the woods. This gentleman afterwards continued in the lumber business in connection with W. H. Cunliffe, of Ft. Kent, under the firm name of Cary & Cunliffe, and later moved to Minnesota, where he died. His two sons, W. M. and W. H. Cary Jr., are now worthy and prosperous business men in that State. Mr. Cunliffe is now a resident of Ft. Kent and still continues in the lumber business.

In all the years that Shepard Cary carried on this immense business and employed such large numbers of men, he was influential in politics, served for many years as a member of the House and Senate of Maine, and was the acknowledged leader of the Democratic party in his County. In 1843 he was elected to Congress, and acquitted himself with honor. He built extensive mills and manufacturing establishments at Houlton, and in many ways impressed himself upon the business and political interests of Aroostook. He died at Houlton August 9, 1866.

The settlement of Houlton was organized as a plantation April 21, 1826, and the town of Houlton was incorporated March 8, 1831. The following April 11th, the first town meeting was held. The town includes the New Salem Grant, and also the half town granted about 1815 to the trustees of Williams College, of Williamstown, Mass. This part of the town was for a long time known as Foxcroft, and many in modern times have supposed it was a grant to the Foxcroft Academy.

At the time of the incorporation considerable progress had been made in the building of roads in order to render the new settlement more easy of access. We have seen that the first settlers came by way of the St. John River to Woodstock. Later arrivals came by way of Bangor, thence by the rivers, lakes

and streams and the long swamp through the wilderness, to their forest homes.

As early as 1827 a road was cut through to Baskahegan, and thus the distance was shortened, and the journey made easier. Mr. James Lander was the first mail carrier, and in the early days he traveled on foot through the woods, then on horseback, and later by carriage as the roads began to be opened. Mr. Lander continued to carry the mail from Houlton to Calais as late as 1856.

In 1828 a new and prosperous era commenced for the struggling colony, for on a bright summer day in June of that year Company C. of the Second U. S. Infantry, under the command of First Lieut. Joseph C. Gallagher, having come up over the Baskahegan route, marched through the village to the merry music of fife and drum, and pitched their tents on the high ground in the rear of Mr. Joseph Houlton's house. Three other companies of the same Regiment, Company E., Lieut. Bloodgood, Company F., Lieut. Staniford and Company K., Lieut. A. B. Eaton, were left behind to accompany the supplies, which the firm of Towle & Parsons, Bangor, had contracted to deliver at the Post at Houlton.

The entire detachment was under the command of Major N. S. Clark, and the other three companies arrived at Houlton Sept. 29, 1828. In the meantime a tract of land, containing 25 acres, had been purchased by the U. S. Government of Mr. Houlton, and on the arrival of the first company the men were immediately set at work to erect a stockade, and to build the necessary buildings for a complete military post.

The work of preparing a parade ground was one of much magnitude, as an outcropping ledge had to be blasted, but when it was finally completed it was one of the finest grounds in the country. In the erection of so many buildings and the establishment of a military post, the labor of many men were required, and employment at good wages was provided for every man and boy willing to work. For some time the pay roll to these workmen amounted to about \$2,000 a month. This large amount of money was of incalculable benefit, and from this time dates the assured prosperity of this banner town of Aroostook.

The transportation of supplies for the Post from Bangor up the Penobscot River and Mattawamkeag Rivers, and thence over the rough roads to Houlton, was attended with so much difficulty that Maj. Clark determined to build a military road from Bangor direct to Houlton, and having obtained the necessary

instructions from the Government, he proceeded to construct the road, which was finished in 1832, and was so fine a road that a party who left the town of Freeman, in Franklin County, on the 16th day of December of that year, drove to Houlton in four days. This road was for many years kept in an excellent condition and became one of the finest routes for mail coaches in the State. Since the advent of the railroads it has gradually fallen into disuse and much of it is now considerably out of repair.

These garrison years were years of great prosperity for Houlton, increasing to a great extent the business of the town and furnishing a local cash market for all kinds of produce. The social relations between the militia and the citizens were most cordial. Many of the officers had their wives at the garrison and some of those who came unmarried found wives among the fair daughters of the town.

In the winter of 1836, Companies F and K of the Infantry were removed to Boston and subsequently the other companies followed and were replaced by Companies C E and F of the First Regiment U. S. Artillery, who arrived at the Post on the 11th of October, 1838. Major R. M. Kirby of the 1st Artillery now became Commander of the Post. Then followed the exciting times of the Aroostook War, which came so near being a tragedy, but proved a farce.

That Major Kirby realized that serious trouble might arise is evident from the fact that on February 1st, 1839, he writes to the Ordnance Department that "ten barrels of cannon powder should be constantly in magazine, subject to such exigency as may occur on this frontier, at this isolated station." Major Kirby kept himself well informed in regard to the state of affairs in dispute between the authorities of Maine and New Brunswick and it is largely due to his judgment and discretion that more serious hostilities were not precipitated. When requested by the Governor of Maine to co-operate with the State troops, he respectfully declined, as he would not compromise the United States by any act committed without orders. He informs Gov. Fairfield of the capture of Land Agent McIntyre and party, but gives it as his opinion that it was an act committed without authority, civil or military, from the Province of New Brunswick.

The excitement in Maine increased, however, after this event, and in the spring of 1839 twelve companies of State Militia marched up the Military Road and quartered at different times in Houlton. By the prompt and judicious action of Gen.

Scott, trouble was averted, as he negotiated an arrangement with Sir John Harvey, Governor of New Brunswick, that the troops on both sides should be withdrawn from the territory and the whole matter be referred to diplomatic action. The Garrison at Houlton was retained until after the final settlement by treaty of the disputed boundary question, when the troops were removed and the Military Post abandoned.

It was a sad day for Houlton when its citizens bade adieu to the soldiers and saw them march away down the Military Road. Among those of the officers who afterwards obtained military farms were Lieuts. Hooker, McDowell, Ricketts and others of the Union Army, while Lieut. Magruder, afterwards of Rebel fame, was remembered by the older citizens as a dashing and popular young officer. As may be easily believed, the years following the departure of the troops brought hard times for Houlton and its surrounding towns. Having this ready market thus abruptly taken from them, money became scarce and a check was put upon the common prosperity. The large lumber and other operations of Shepard Cary were of great advantage during these years. Other lumbering operations were also carried on nearby, and the farmers turned their attention to raising supplies for the woods. This, with the making of shaved shingles in the winter, and the raising of beef cattle, which drovers took out of the County, was for a long time the business of the farming population.

The growth of Houlton was slow during these years, but the town received a new impetus from the coming of the railroad. A railroad in New Brunswick was built from St. Andrews to Canterbury in 1858 and in 1862 was continued to a point on the Woodstock turnpike, five miles from Houlton. This at once caused a revival of business and made it possible to ship from the section articles which formerly had little value except for home consumption.

In the next ten years various changes were made in the Provincial railroad and in 1870 a branch was extended to Houlton. This gave Houlton railroad communication with the seaboard by way of Calais, but it was not until the E. & N. A. Railway was completed to Vanceboro in 1871, thus connecting Houlton, though by a circuitous route, with Bangor and the great American markets, that she became the busy inland city that we find today. Being practically the terminus of railroad communication with that portion of Southern Aroostook, Houlton came to be more than ever a trade center for all that large and

fertile agricultural and lumber region, and its business and wealth has largely increased during the last decade.

From a straggling settlement in the midst of an almost impenetrable wilderness and practically devoid of all communication with the great business centers it has grown to be the metropolis of northeastern Maine.

HODGDON

One of the oldest, as well as one of the best towns in Southern Aroostook, is the good old town of Hodgdon. The early history of this town is intimately connected with that of the town of Houlton, as a number of the earliest settlers of Hodgdon moved from that town, and the Creek, as Houlton was then called, was for years the trading point of the town of Hodgdon.

The south half of the township now included in the town of Hodgdon, was originally granted by the State of Massachusetts to Westford Academy, and the high elevation of land extending through a portion of the southern part of the town, is still known as Westford Hill. The resolve granting this half township to Westford Academy was passed by the General Court of the Commonwealth of Massachusetts on the 27th of Feb., 1797. The tract was surveyed by Park Holland in 1801. It was deeded to John Hodgdon of Ware, New Hampshire. and Nathaniel Ingersoll of New Gloucester, Cumberland Co., Mass., by the trustees of Westford Academy, June 7, 1802, for the sum of \$5760. The deed is signed by Jas. Prescott, Samson Tuttle and Hezekiah Packard. Nathaniel Ingersoll deeded his interest to John Hodgdon, Jan. 27, 1804, for the sum of \$1000. The bounds of the half township in the original deed began at the southeast corner, at a spruce tree on the boundary line between Maine and New Brunswick, marked "Four miles north from the monument at the head of the St. Croix River; thence north three miles; thence west 6 miles, south three miles, and east 6 miles to the point of starting." The grantees were bound by the deed to lay out and convey a lot of 100 acres to each settler who was upon the township previous to Jan. 1, 1784, but as no settler had come to the town at that time, this condition was of no effect.

They were also bound by the deed to set apart three lots

of 160 acres each, for municipal and school purposes. This deed was recorded in the registry of deeds of Washington County, September 12, 1782.

The north half of the present town of Hodgdon was granted by Massachusetts to Groton Academy, by a resolve passed on the 27th of Feb., 1797. The deed to the trustees of Groton Academy bears the date of June 4, 1802. The half township was surveyed by Park Holland in 1801, and was deeded to John Hodgdon by the trustees of Groton Academy Jan. 28, 1805. This deed is signed by Timothy Bigelow, Jas. Boyle and Oliver Prescott. It was recorded May 28, 1824. By both deeds the grantees were bound to settle 10 families within six years from the date of the deeds.

On June 16, 1809, John Hodgdon deeded to Daniel Breed of Ware, N. H., 200 acres undescribed except as being an undivided part of the Westford Grant, and on the same day deeded to Moses Hodgdon 300 acres, also undivided. These men were never settlers upon the town.

All of the original settlers of the town have passed away, and it is quite difficult to trace the history of the early settlement of the town. We shall endeavor to tell the story briefly of many of the pioneers who lived in this good town, and the influence of whose lives helped to make the town what it is socially and morally today.

The earliest deed appearing upon the record is the deed from John Hodgdon to Aaron Perley of Lot 7 Range 8 in the north half of the town. This deed is dated June 4, 1824, and the lot is the one so long occupied by Deacon Putnam Shaw on the Calais Road. Mr. Perley deeded this lot to Samuel Houlton of Houlton June 18, 1827. September 9, 1826, John Hodgdon deeds to Chesley Drew of Hodgdon Plantation, physician, Lot No. 2, Range 7, No. 1-2, which is the lot afterward occupied by Geo. White, and now by Millard Jones. Sept. 18, 1826, John Hodgdon deeds to Jane Taylor and her sons, James, George, Charles and William, for \$100, lot numbered 3, Range 7, North 1-2, "same upon which their improvements now are." These grantees were the wife and sons of James U. Taylor, one of the oldest settlers of the town.

September 13, 1826, Mr. Hodgdon deeds to Joseph Kendall Lot No. 8, Range 8, North 1-2, which lot is now owned by C. E. Skofield. It would appear that John Hodgdon, Sr., died in 1826 or 1827, for on Nov. 12, 1827 "John Hodgdon of Bangor, student at law," gives Joshua Putnam of Houlton a power of attorney

to act as his agent for the sale of the lands in Hodgdon Plantation. This John Hodgdon was the son and heir of the original proprietor, and was afterwards, for a number of years, a resident of the town which bears his name.

The early settlers who came upon the town to make a home were Jas. A. Taylor, Dr. Chesley Drew, Jos. Kendall and Jas. Doyle, but who was the first man to commence a clearing, we are at present unable to determine. It is quite certain, however, that all the above mentioned settlers came to the town in 1824, although they did not receive their deeds until a few years afterwards. Dr. Chesley Drew came from Massachusetts to Hodgdon in 1824 and bought the lot on the west side of the Calais Road on the top of the hill, two miles from Houlton Village.

Elisha A. Drew, a son of Dr. Drew, bought the two lots adjoining his father's, the one on the east, the other on the west. He lived with his father. They made a large clearing, hauled much of the wood to the Garrison at Houlton, and built on the Dr. Drew lot a large house and two barns. About 1836 the Drews sold the property to Mr. Thos. White, and moved to New Brunswick. Mr. White lived upon the farm until his death some 25 years ago. His son, Geo. White, then came into possession of the farm and made improvements upon the farm and buildings. He died some ten years ago, and the farm was a few years afterwards sold to Millard H. Jones, who now occupies it. Mr. Jas. U. Taylor moved from Houlton in 1824 and took the lot next south of Dr. Drew. He cleared up the farm, and for many years was a well known resident of the town.

During the construction of the Military Road, and in fact before that time, when the supplies for the Garrison were hauled over the old "Soldier Road," Mr. Taylor was a noted ox teamster, and was employed in that capacity in transporting supplies and building the road. He lived upon the farm in Hodgdon till his death, some 18 years ago. His oldest son, Mr. Chas. Taylor, had the farm opposite the old homestead, and still lives upon it. Many other descendants are living in this and adjoining towns. Mr. Jos. Kendall also moved from Houlton in 1824 and took a lot of land near where the road now turns from the Calais Road toward Hodgdon Mills. Mr. Kendall was the son of Deacon Samuel Kendall, one of the early settlers of Houlton. He was a man of considerable education and culture, and afterward wrote a voluminous history of Houlton, which, however, was never published. Mr. Kendall made a very fine farm

upon his lot, one of the best, in fact, in this part of the town. Some 15 years ago he moved to Houlton, where he died. The farm was afterwards sold to C. E. Skofield, who now lives upon it. Mr. Jas. Doyle took the lot next north of the Dr. Drew lot, and next to the Houlton line. He cleared a farm here and built a house and barn. He lived there some years and sold to Lewis Morrill. He was a prominent man in the town until he moved to the West, and Mr. John Hodgdon again obtained possession of the farm.

The deed to Aaron Perley bears the date of 1824, but it is uncertain who commenced clearing upon his lot. Mr. Perley came from Monmouth, and bought the lot next north of Joseph Kendall, and probably commenced his clearing soon after the first settlers came. He did not remain many years upon this lot, but removed to the lot in the west part of the town, upon which Mr. Jas Rhoda now lives. He cleared up this farm and lived upon it until his death in 1850. His widow married Eliakim Ames, who lived upon the farm until his death in 1859. Chas. Perley, a son of Aaron Perley, went into the army and died in the service.

Capt. Ebenezer Towne came from Topsfield, Mass., in 1825 and took the lot on the Calais Road, on which Mr. J. W. Jackins now lives. Mr. Jos. Kendall had made a clearing on his lot, and Capt. Towne, who was a carpenter by trade, helped Mr. Kendall build a house and lived with him until he could clear a piece of land and build a house on his own lot. Capt. Towne cleared up a farm and lived upon it until 1843, when he sold to his son-in-law, Mr. Alfred Todd, and made a home with another son-in-law, Rev. Daniel Outhouse, until his death, in 1866. Mr. Todd afterward removed to Maysville in North Aroostook, and sold his farm to Mr. J. W. Jackins, who still lives upon it.

In 1826 Mr. Rufus Wiggin came to Hodgdon, and bought the lot opposite Capt. Towne's. Mr. Wiggin came from the town of Bowdoinham, but for many years had worked at his trade as ship carpenter at Oromocto, N. B. He first took a lot in the west part of the town, afterward owned by Ephraim Benn, but as there was no road in that part of the town, he gave up the lot after felling about half an acre, and took a lot on the line of the Calais Road. Here he cleared a farm and made a home, and was one of the most prominent citizens of the town until his death in 1864. He was for many years a deacon of the F. B. Church, and was a faithful worker for the moral and religious interests of his town. He was in town office during

the whole of his residence in the town, and was postmaster for many years. He was a man of kindly disposition, scrupulously honest, and was beloved and respected by all who knew him. His son, Cyrus S. Wiggin, now lives on the old farm. His oldest son, Edgar M. Wiggin, for many years a prominent man in the town, married the widow of Benedict White, a son of Thos. White, and lived on the farm opposite the White homestead until his death. His widow still lives upon the farm.

Mr. Thos. Lander came from the town of Fairfield in 1826, and settled on the lot where Henry Jones now lives, three miles from Houlton village, on the Calais Road. Mr. Lander and his son, Jesse Lander, cleared up this farm, and Mr. Lander lived on it until his death in 1846. He was one of the prominent citizens in the early days, and an old account book of his now in possession of Mr. Jones, shows that he had considerable dealings with the old settlers. One item in this old book is as follows: "June 15, 1829. Charles ——— Dr. to horse to River (meaning to Woodstock) \$1.00. Cr. Came home sober to balance."

After his death his son Jesse Lander took the farm and lived on it until 1851, when he returned to Fairfield, where he died. Mr. Henry Jones, a grandson of Thos. Lander, by whom he was brought up, then bought the farm, and has lived on it ever since. Mr. Jones was chairman of the board of selectmen for 20 years. Mr. James Lander, another son of Thomas Lander, was the first regular mail carrier to Houlton, carrying the mail on foot through the woods, on the old Baskahegan trail, before any road was laid to the town. Afterwards the Calais Road was opened and Mr. Lander drove the stage and carried the mail many years. He was a kind hearted, energetic and faithful public servant. He died about 30 years ago.

James Ham went from Bath to Oromocto, N. B., and worked some time in the shipyard at that place. He came to Hodgdon in 1827 and took a lot on the Calais Road, south of Mr. Thos. Lander's, and on the opposite side of the road. He cleared a farm and lived on it until his death, some 40 years ago. His son, Benj. Ham, lived on the place for some time, and his son-in-law, Mr. Alvarez Putnam, now of Houlton, occupied it for a number of years. It has since been divided, and is now owned by several proprietors. Mr. Abner Ham, a brother of Mr. Ham, also came at the same time and took a lot in the extreme south part of the town.

Here he made a farm, on which he lived until his death

many years ago. Mr. L. E. Jackins now lives upon this lot. Many descendants of these two brothers are now living in Hodgdon and other towns in Aroostook Co.

Mr. Asa Brown came from Solon in 1827, and took a lot adjoining the Houlton line, which is now a part of the John R. Slipp farm. This lot was deeded by John Hodgdon in 1829 to "Nancy Brown of Hodgdon Plantation, married woman." Mr. Brown cleared a farm here, and was a man of some prominence in the town during his residence there. He lived upon the farm some 14 years, when he moved to Bangor, and Mr. John Hodgdon purchased the farm.

In 1828 there was quite an immigration into the new town, and a number of settlers came during that year who became prominent citizens of the town, and had much to do with shaping its affairs. Mr. Daniel Smith came from Hampstead, N. B., in 1828 and bought a lot on the line of the Calais Road in the south part of the town. Mr. Marcus Peters had made a small clearing on the lot and built a log house, and Mr. Smith bought his improvements. He was one of the first settlers in this portion of the town. He made a good farm and lived upon it until his death in 1858. Daniel Smith was a modest and retiring man, but a man of sterling integrity, and is remembered as one of the best citizens of the town. His son, Benj. J. Smith, afterwards had the farm for a number of years, and sold it to Mr. Andrew J. Tidd, and removed to Caribou, where he is now landlord of the Vaughn House (1890).

Mr. John Outhouse came the next year from Nova Scotia, and bought the lot next south of Daniel Smith, and also the two lots adjoining on the East. He made clearings on all these lots, and built his buildings on the middle lot, through which the Calais Road ran. This 300 acre block was afterwards divided transversely into three lots, so that the buildings on each could be built on a county road. Rev. Daniel Outhouse, a son of John Outhouse, had the south 100 acres. John J. Royal had the middle lot, and Geo. H. Smith, a son of Daniel Smith, the north lot.

Mr. John Outhouse spent the last years of his life with his son, Daniel, and died at his house about 1850. Rev. Daniel Outhouse was for many years a preacher of the Calvinist Baptist faith, and was a good man and much respected. He died in 1878, and his widow now lives near Hodgdon Mills.

Mr. Thos. J. Brown came in 1828 from Madrid, in Franklin Co. He first settled on a lot in the north half of the town, next

to the Linneus line. Here he made a good farm, and lived upon it until 1858, when he exchanged farms with Mr. Benj. Tarbell, and moved to the Tarbell farm near Hodgdon Corner, where he lived until his death in 1862. He was an energetic business man, and for many years engaged in lumbering and trading.

Maj. James Daggett came from Wiscassett in 1828, and took the lot in the extreme south part of the town on the Calais Road, on which Mr. James Robinson now lives. His son, Ebenezer Daggett, lived with him until 1849, when he went to California, and did not return to Hodgdon to live. Maj. Daggett cleared up a farm and lived on it a number of years, and then gave it to his son, Frank Daggett, and moved to Massachusetts. He afterwards returned to Hodgdon, but soon went to live with his son, James Daggett, in Amity, where he died in 1856.

Mr. Frank Daggett lived upon the old farm for a number of years, and then sold to Mr. C. C. Bradbury and moved to Massachusetts, where he now lives. Mr. Waterman Daggett, a son of Maj. Daggett, came with his father, and took the lot on the east. Here he made a farm, on which he died in 1879. His son, Diego Daggett, now lives on the farm. Jabez Daggett, another son of Maj. Daggett, also came with his father, and bought a lot on the south line of the town, on which Mr. Chas. Nickerson now lives. He lived here until 1849, when he sold to Mr. Nickerson and went to California, where he died. James Daggett, another son, settled on a lot next west of his father's. A number of years afterward he moved to Amity, and died there some years ago. Many descendants of these brothers now live in Aroostook County.

Nathaniel Harrington came from Boston to Hodgdon in 1828. He was a mason by trade. He settled near Meduxnekeag Stream on the north part of the town. He died about 20 years ago (about 1870) and Joseph Harrington now lives on the farm. Another son, Rev. E. W. Harrington, long a resident of Hodgdon, is now a pastor of a church in Calais. Benj. Durrell came about this time and settled near what is now Hodgdon Corner. He made a clearing and built a house, and after a few years moved to the west part of the State. Mr. Jas. Jones from Solon then took the lot and lived on it for ten years or more, when he sold to Mr. Benj. Tarbell, who also came from Solon.

About 1858 Mr. Tarbell exchanged farms with Mr. Thos. G. Brown, and died on the Brown farm a few years ago. Benj. Williams in 1829 settled on the lot now occupied by Mr. Matthew Wilson. He made a clearing and lived there a number of years,

when he sold to Mr. Wilson and moved to the adjoining township 11, Range 1, now Cary Plantation. Mr. Wilson has lived on the farm ever since, and is now about the oldest living resident of the town. He came from Ireland to Hodgdon in 1830, and first settled in the west part of the town. A number of sons are living on adjoining farms.

In 1829 the three Benn brothers, Ephraim, Abraham and Solomon, came to Hodgdon from Mirimachi, whither they had emigrated a short time previous from the Green Isle Erin. They at first all settled on lots a short distance west of the stream on which Mr. Lewis Benn now lives. Mr. Ephraim Benn afterwards took a lot further west, on a handsome swell of land, and Mr. Abraham Benn bought the lot adjoining on the south. Solomon Benn remained on the original lot. All cleared up good farms in town. Solomon died in 1867, and his farm is now owned by his son, Lewis Benn.

Ephraim died in 1876. Mr. Jonathan Benn, his son, has his farm, and has now 200 acres of splendid land, with 150 acres cleared. He has a large and handsome house, two large barns, a horse stable and other convenient outbuildings. Mr. Abraham Benn died in 1877. Chas. Smart came to Hodgdon about this time and settled on a lot next north of the Solomon Benn lot, where he lived for many years. He then moved to a lot on the "Horseback," and afterwards to Haynesville, where he died. Mr. Jared Williams then bought the farm and lived on it a number of years.

Mr. Isaac Gerow came from Hampstead, N. B., in 1830, and settled on a lot next east of Daniel Smith. He lived in Hodgdon until his death in 1866. Abraham Gerow came about the same time and settled on a lot opposite Mr. Joseph Kendall. Benj. Durrell had made a small clearing on the lot. Mr. Gerow cleared a farm on which he lived for a number of years, and then sold to his brother, Joseph, and returned to New Brunswick. The farm afterwards passed through a number of hands and is now owned by Mr. Wm. Jones. Mr. Joseph Gerow came also from New Brunswick, and settled on a lot east of Aaron Perley. Mr. Wm. Deering had made a clearing on the lot and built a house and barn. Mr. Gerow cleared up a large farm and made additions to the house, raising it to two stories, and making other improvements. He was a prominent man in the town for many years, and lived on this farm until his death in 1862.

Mr. Cushman Walker came from Anson in 1830. He first took the lot on which Mr. Abraham Benn afterwards lived,

where he made a small clearing and built a log house. He sold to Mr. Benn and took a lot in the north part of the town, a short distance west of the stream. Here he made a good farm and was also engaged in trade for a number of years. He died on this farm some time in 1875. Mr. Henry Hotham then settled on the farm.

Capt. Luther Quint came from Anson with Mr. Walker, and settled on the lot next east of Mr. Ephraim Benn. He cleared up this farm, and died there many years ago. The farm was afterwards divided between the sons, Edwin and Calvin, both of whom are now dead.

Mr. John Hutchinson came from Turner in 1831 and settled on a lot next south of the Abraham Benn farm. He cleared a farm, upon which he lived some twenty years, and then moved to a lot on Meduxnekeag Stream. His son, Mr. C. C. Hutchinson, moved with him to this lot. They made a clearing and built a house upon the lot. There was a good mill privilege upon this lot, and in 1854, after his father's death, Mr. C. C. Hutchinson built a mill on the stream which runs through this lot. In 1860 Mr. Hutchinson built a large saw mill in which he put a rotary, a clapboard machine and lath saw. He cleared up a large farm and was for many years extensively engaged in farming. He was an energetic, persevering man, and took a prominent part in the affairs of the town. He died in 1883. His son, Alonzo S. Hutchinson, then took the property and operated the mills until they burned in 1885. He has since built a shingle mill on the old site. Mr. Matthias Hutchinson, a younger son, worked with his father until 1875, when he built a steam mill near Linneus Corner which he afterwards sold to Benj. Alexander, and in company with Levi Berry built a large steam mill near Hodgdon Mills. He afterwards sold this to Messrs. Price and Beatham, who, after running it a few years, sold it to Messrs. Sharp & Ketchum. Mr. Sharp has since sold his interest to Mr. Ketchum, who now operates the mill.

Isaac Hutchinson, a son of John Hutchinson, came from Turner with his father in 1835. He bought a lot next to the Linneus line and made a farm, upon which he lived until his death in 1854. His son, Isaac L. Hutchinson, now lives upon the farm.

Mr. Chas. Lyons came about this time, and first settled on the road from the mill to the corner. He was a wheelright. He soon afterwards took a lot on Westford Hill, on which Mr. Wm. Gerow has lived since 1846.

After some years Mr. Lyons moved to a lot beyond Westford Hill, and afterwards moved to Weston.

David Porter came from Bridgton in 1832 and settled on a lot east of Abraham Benn. He died some 14 years ago. His son, Stephen Porter, now lives on the farm. He has a fine two-story house and a large barn.

Thos. P. Packard came from new Limerick to Hodgdon about 1832 and settled on a lot near the mills. He was prominent man in the town during his residence in it and was town clerk for a number of years. He was also postmaster. He moved to Houlton and sold his farm to C. C. Bradbury.

Abraham Greene came from Boston in 1833 and settled on the lot west of Thos. Lander. He cleared a farm on which he lived for a number of years and returned to Boston. Mr. Francis Hunter went from Calais to Mirimachi when a young man and in 1834 came to Hodgdon and took a lot next to the Linneus line. Here he made a good farm on which he lived until his death in 1877. He was a worthy man and a good citizen. His son, Mr. George S. Hunter, now lives on the farm. He has 80 acres of cleared land, with excellent buildings.

Mr. Nicholas Outhouse came from Nova Scotia in 1834 and settled on the lot next north of Thos. Lander. His son, Wm. H. Outhouse, lived with him and carried on the farm for many years.

Nicholas Outhouse died in 1887. William Henry died two years previous, and his widow still lives on the farm.

Mr. Wm. Addington came from Nova Scotia to Hodgdon with Mr. Joseph Gerow. He bought a farm on what is now the Hunter road. His deed from John Hodgdon to Wm. Addington of Digby Neck, Nova Scotia, is dated March 22, 1832. Mr. Addington lived on this farm many years, and then moved to Hodgdon Mills, built a blacksmith shop and worked at that business for a number of years. He also bought a small farm near the mills, which he still owns. Nearly all the above named settlers took lots either near the County line or on it, or in the west part of the town. In the earliest years settlement was made in the east part of the town, many of the pioneers of that section having moved from the Province of New Brunswick. The eastern part of the town of Hodgdon has always been known to the citizens of the town and vicinity as the White Settlement, as people of that name settled in that portion of the town in the earliest days of its history. Mr. Jacob White came from Keswick, N. B., about 1826, and first made a clearing on the lot af-

terwards known as the Patrick Ferry farm. He built a log house on this lot, but soon after bought two lots still further east—lots No. 3 and 4, Range 2, where he cleared up a large farm, upon which he lived for many years and was a well known citizen of the town. Mr. Wm. White came from Douglas, N. B., about the same time, and took a lot immediately north of the one upon which Jacob White first settled. He cleared a farm and lived on it until his death some thirty years ago.

Mr. Lewis Stone came from Keswick, N. B., in 1826 or 1827, and settled upon the lot where Jacob White first made his clearing. Mr. Stone cleared up the farm, and lived upon it until about 1844, when he moved to Wisconsin. Mr. Edwin A. Lowe, now owns this farm. Mr. William Stone came at the same time and settled on the next lot south of Lewis Stone. He cleared this farm and lived on it until his death some twenty years ago. Mr. Edwin Henderson now lives upon the farm. Mr. James Grant came from New Brunswick about this time, and settled on a lot adjoining the boundary line. He made a good farm and lived on it until his death about 1861. Mr. Thos. Buckley now owns this farm. Many of the descendants of the White and Grant families formerly lived in this portion of the town, but nearly all of them have now removed to other portions of the country and elsewhere.

Mr. Thomas Furze emigrated from Devonshire, England, to Fredericton, N. B., when a young man, and in 1830 came to Hodgdon and settled on a lot adjoining the boundary line. He made a farm upon which he lived until his death in 1875. His son, Mr. George Furze, was for many years a prominent and respected citizen. He died in 1887.

Mr. Jos. D. Haven came to this part of the town in the early years, and settled on the lot south of William Stone. Mr. Haven made a fine farm, and was for many years a prominent citizen of Hodgdon. Some ten years ago he sold his farm to Mr. John Moore, and moved to the George Furze farm, where he lived three years, and then moved to Houlton, where he now resides.

Mr. Thomas Lloyd came to Hodgdon about 1830, and settled upon the lot upon which his son, Thomas Lloyd now lives. A man by the name of Worley, who is said to be the first man to make an opening in this part of the town, had made a small clearing on the lot, and built a log house. Mr. Lloyd cleared up the farm and lived on it until 1870.

Mr. John Bell came from New Brunswick about 1830, and settled east of Westford Hill. Mr. Bell lived here until his

death in 1873, and many of his descendants are now living in Hodgdon and other portions of the County.

Mr. Francis Bird came to Hodgdon in 1831, and settled on a lot in the east part of the town adjoining the Houlton line. He afterwards bought the William White lot adjoining his on the south, and now has a fine farm of 200 acres, with 175 cleared.

Mr. John P. Lincoln went from Bath, Me., to Oromocto, N. B., to work at his trade as a ship carpenter. In 1835 he came to Hodgdon, and settled on the lot on which his son, Mr. Leonard Lincoln, now lives. Mr. Lincoln was a well known citizen for many years, and one of the most substantial and independent farmers. He died in 1882. Mr. Benjamin T. Lincoln also came from Oromocto, N. B., in 1837, and took one of the lots upon which his brother, John P. Lincoln, had settled two years before. Each of the brothers afterward bought an additional hundred acres nearby. Mr. Benj. T. Lincoln was for many years a member of the board of selectmen, and was a man of kindly and companionable disposition, and had many strong friends. He died in 1888. Mr. John Lincoln, father of John P. and Benjamin T., came to Hodgdon in 1840, and took the next lot south of the one occupied by the sons. Here he cleared a farm and lived upon it a number of years, when he sold it to John P. Lincoln and went to live with his son, Warren Lincoln, on the Calais Road. He afterwards removed to Wisconsin, where he died in 1864.

Mr. Warren Lincoln came to Hodgdon about 1843, and took the lot next east of Benj. T. Lincoln. He made a clearing upon this lot, and afterward sold it to Mr. Thomas Butler, and removed to a farm in the south part of the town on the Calais road. He lived upon this farm until 1854, when his buildings were burned and he sold the farm and removed to Wisconsin.

Rev. Geo. W. Haskell came from Poland, Androscoggin Co., in 1843 and settled in the White Settlement. He was a clergyman of the Free Baptist denomination. He was pastor of the Free Baptist Church in that portion of the town until 1855, when he bought a farm on the Calais road opposite Mr. Daniel Smith, whose daughter he married. Here he built a neat residence, where he lived and continued to labor in his profession until his death in 1874. Elder Haskell was a man well known throughout Aroostook County. He took a prominent part in the affairs of the town, and was a number of times chosen as a representative to the Legislature. He was a man of most genial and kind-

ly temperament, and had many friends in his town and throughout the County.

Mr. Thomas Buckley, better known as Deacon Buckley, came to Hodgdon in 1846 and a few years later bought of Mr. Warren Lincoln the farm upon which he now lives. There was a small clearing on the lot and Dea. Buckley cleared a handsome farm, which he has very much enlarged by the purchase of a large tract adjoining.

Mr. Joshua Atherton moved to Hodgdon about 1850, and first settled on a farm east of Westford Hill. He afterward moved to a farm near Mr. J. D. Haven, where he lived until his death in 1882. His son, William W. Atherton, now lives upon the farm. The above named were the principal settlers in the east part of the town in the early days.

Very soon after the first settlers came to the town, Mr. John Hodgdon and Mr. Jabez Bradbury built a mill on the Meduxnekeag Stream at what is now the thriving village of Hodgdon Mills. The mill property afterward came into Mr. Bradbury's possession, and at his death, the sons, George and David Bradbury, carried on the business until about 1854, when they sold the property to Mr. William Robinson.

In 1861 Messrs. Gilman Jewett and B. E. H. Durrell, came to Hodgdon from Dexter and purchased the mill property, which consisted at that time of a saw mill, grist mill, and carding mill. The saw mill contained an up-and-down saw, shingle machine, and lath and clapboard machine. The grist mill contained three runs of stones, and connected with it was a mill for preparing oats for grinding.

In 1861 Jewett & Durrell repaired and enlarged the saw mill, and put in a rotary for sawing long lumber. They also tore down the old grist mill and built a new one in the most thorough manner upon the same site. They now have every appliance for making first-class flour. To the carding they added a fulling mill and cloth dressing machinery. They carried on the cloth business and wool carding for a number of years, and then sold the machinery to Mr. Chas. Tarbell, who removed it to a building better fitted to that purpose further down the stream.

Capt. Thomas, formerly of Bangor, leased the saw mill for a number of years, and carried on a large business in the manufacture of lumber. Capt Thomas also bought a farm near the mill and set out a large orchard, which is still bearing abundantly. He afterwards sold the farm and removed to the town of Veazie, where he now resides.

Mr. Lewis Brown of Houlton also leased the mill for a number of years after Capt. Thomas left. The saw mill was burned in 1882 and was immediately rebuilt. Mr. Durrell died in 1882 and Mr. Jewett bought the entire property. In addition to his mill business, Mr. Jewett was quite extensively engaged in farming. Very soon after coming to the town he bought the farm formerly owned by Mr. Stillman Pollard, an old resident of the town, and took much interest in its management and improvement. He was engaged in mercantile business for some years, having a store near the mill. Mr. Jewett died in December, 1890, and his son, Gilman F. Jewett, now occupies this fine property. Mr. Christopher C. Bradbury came to Hodgdon from New Limerick in 1836 and bought the T. P. Packard farm near the mills. He was for many years engaged in the management of the mills and when they were sold to Mr. Robinson in 1854, Deacon Bradbury removed to the farm in the south part of the town, now owned by Mr. Edwin Robinson. He lived on this farm a number of years and then removed to West Virginia, where he afterward died. Deacon Bradbury was one of the sterling citizens of the town and his memory is still cherished as one of the strong men of the early days who helped to mould the character of the new town.

Mr. John C. Ingraham came from New Brunswick in 1839 and bought a lot on the "horseback," a short mile from the mills. Mr. Robert Benn had cleared a few acres and built a small house on the lot. Mr. Ingraham cleared up a fine farm and with his son, Mr. Henry Ingraham, built a handsome set of farm buildings. Mr. Ingraham has been a prominent man in the town for many years. He has been town clerk for sixteen years, treasurer fifteen years and trial justice for twenty-five years. For the past twenty years he has been in the employ of Mr. Gilman Jewett as clerk and bookkeeper. Mr. Ingraham is now eighty-four years of age, but is still smart and active.

Mr. Isaac B. Adams came from New Brunswick in 1839 and settled on a lot near the mills and worked for many years in the grist mill. Mr. Adams died in 1860 and his sons are worthy citizens of Hodgdon and adjoining towns.

Mr. John Hodgdon, the proprietor of the township, moved to the town which bears his name about the year 1843. He made a large farm consisting of the Asa Brown, Lewis Morrill, Harrison Howes and other adjoining farms which made an extensive block of most excellent land. He established his residence on this farm near the Houlton line and built the buildings now

owned and occupied by Mr. John R. Slipp. Mr. Hodgdon took an active part in the affairs of the town and in 1844 was chosen chairman of the board of selectmen and also town treasurer. He lived in the town four or five years and afterwards removed to Houlton, where he formed a partnership with Hon. J. C. Madigan in the law business and in the purchase and sale of timber lands. Mr. Hodgdon afterwards removed to Dubuque, Iowa, where he died a number of years ago.

Deacon Putnam Shaw moved from Houlton about 1844 and bought of Joseph Gerow the Aaron Perley lot on the Calais road. Deacon Shaw lived on this farm until his death in 1867. He was a good man and a worthy citizen, always working for the best moral interest of the town.

Mr. Edwin A. Low was one of the prominent citizens of the town for many years and was for much of the time during his residence a town officer. His home was in the east part of the town. He is now residing in Houlton.

Mr. B. C. Smith came from Weston to Hodgdon about 1850 and bought a farm in the south part of the town. Mr. Smith was a blacksmith by trade and worked at that business for some time after coming to Hodgdon. He was afterwards for a number of years extensively engaged in lumbering. He was an active, energetic business man and was much respected by his fellow townsmen. He spent the last years of his life at the home of his son-in-law, Mr. F. C. Nickerson, of Linneus. (His oldest son, Col. Zemro A. Smith of the 1st Me. Heavy Artillery, was for a number of years on the staff of the Boston Journal and is now engaged in journalistic work in the West. Hon. J. O. Smith, the next son, is the present Insurance Commissioner of Maine and editor of the Somerset Reporter. Mr. N. D. Smith, youngest surviving son, is a prosperous merchant in Portland. Another son, George A. Smith, was killed in the service of his country.

The town was incorporated February 11, 1832. It lies immediately south of Houlton and is bounded on the east by the New Brunswick line, on the south by Township No. 11, Range 1, now Cary, and on the west by the town of Linneus. The Meduxnekeag stream runs in nearly a due north course entirely across the town at a distance of something over a mile and a half from its western line. The peculiar natural formation known as the "horseback," extends across the town parallel with the stream and but a short distance west of it. A short distance south of the middle line of the town, Westford Hill, a beautiful

elevation of land, extending two miles from east to west across this part of the town. With the exceptions of these elevations the town is very level, the surface nowhere being broken by abrupt elevations. In the extreme southeastern portion of the town is a comparatively small tract of low lying land hardly suitable for easy cultivation, and east of the Calais road, on the rear of the road lots in the north part of the town, are a few swamp lots. Aside from these small blocks the town is a most excellent one for agricultural purposes and every lot in town except those spoken of is capable of making a good farm, and indeed most of them are already made.

In looking over the good old town of Hodgdon we find that it has fully kept up its reputation as one of the best towns in the county. After many years of cultivation the farms are still producing bountifully and show no signs of losing their fertility. Waste places are being reclaimed. Many new and handsome farm buildings have been recently built and evidences of prosperity and good cultivation are seen on every hand.

WESTON

The tract of land included in the town of Weston at the time of its incorporation was originally granted to the trustees of Hampden Academy and consisted of a parallelogram two and one half miles wide and seven and one-fifth miles long. This rectangular tract extends in a northwesterly and southeasterly direction, its northwest corner projecting a short distance beyond a bend in the Mattawamkeag River and its southwest corner extending something over half a mile south of the Baskahegan stream. The east line of the original town just skirts the lakes, leaving between this line and Grand Lake an irregular tract containing some 6000 acres, known as the Monroe Gore.

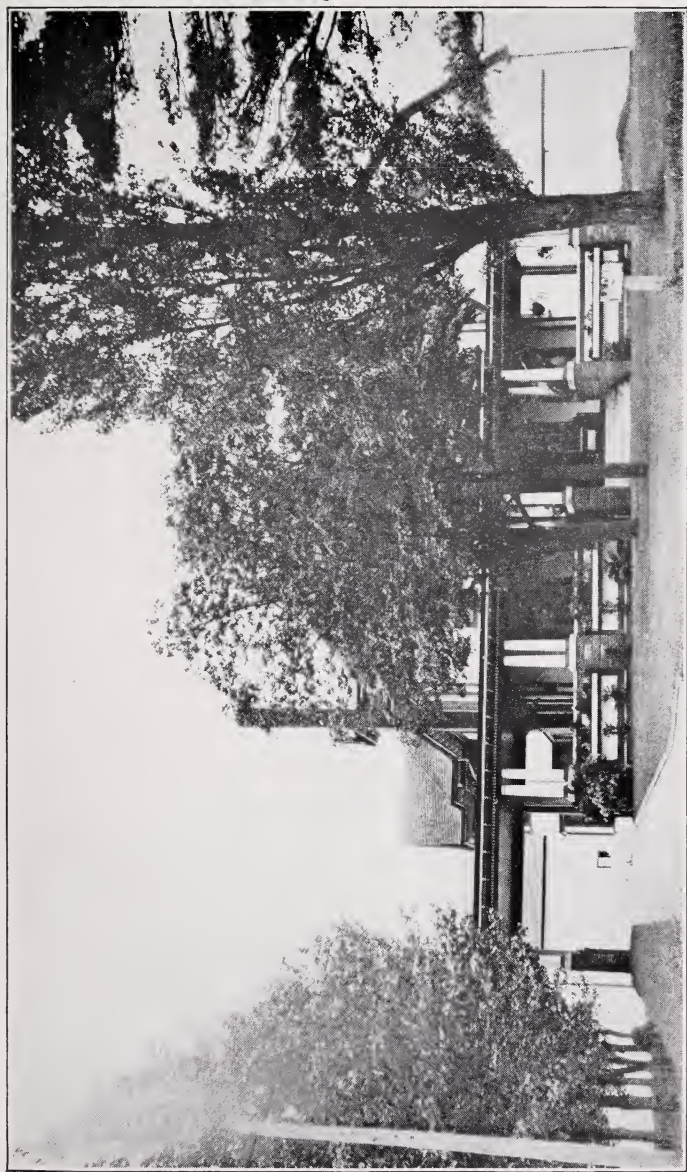
The resolve granting this half township to Hampden Academy was passed by the Legislature of Massachusetts June 18, 1803. The tract was surveyed by Charles Turner, Jr., in the year 1804, and the following is a record of his survey: "Beginning at a cedar stake, marked, standing at the southeast end of the Indian Portash (sic) or carrying place from Baskahegan stream to the Great Schoodic Lake and run east by the magnet one mile and 280 rods to a beech (sic) tree marked 'S. E. C.

H. A. C. T. 1804,' from thence run north 700 rods to a white pine tree marked, standing by the Great Scoodic Lake. Began again at the aforesaid cedar stake at Baskahegan and run west (crossing said stream) 200 rods to a white maple tree marked 'S. W. C. H. A. C. T. 1804,' from thence run north (crossing Baskahegan at 190 rods) continue on in the whole seven miles and sixty-five and a quarter rods to a stake, marked, from thence run south till it strikes the Great Lake, passing through ponds, thence by said lake till it comes to the afore-mentioned white pine tree."

This record reads somewhat blindly at first sight, but upon comparison with the map of the town the original boundaries can be readily traced. Mr. Turner run north "by the magnet." The variation of the compass at that time was thirteen degrees to the west, so that by running by the compass without allowing for variation the tract is inclined in a northwesterly and southeasterly direction. The record of Mr. Turner's survey establishes for all coming time the location of the old Indian Portage, or carrying place, from the Baskahegan Stream to the Grand Lake. This portage commenced at the point where the south line of the Hampden Academy Grant crossed the Baskahegan and continued in a northeasterly direction until it struck the Grand Lake. Eastward of the Academy Grant and between the east line of that grant and the irregular coast line of the Grand Lake (then called Scoodic Lake) is a tract of nearly six thousand acres, known as the Monroe Gore. Between the south line of the Academy Grant and the north line of the half township granted to Thomas Danforth (now the town of Danforth) is a strip 147 rods wide, a part of which is known as the Nelson tract. As these two tracts are included in the present town of Weston, it is proper to insert their documentary history at this point.

On the 10th day of July, 1830, the Land Agent of the State of Maine contracted to Edmund Monroe a tract of land in the County of Washington, situated between the Hampden Academy Grant and "Scoodic Lake" and containing 5892 acres. Mr. Monroe paid \$301.00 down and gave four notes, bearing date of May 17th, 1830, and payable in one, two, three and six years respectively, each note being for \$293.00, with interest annually. This tract was deeded by the Land Agent on May 14, 1835, to James Crosby of Bangor and Deodat Brastow of Brewer, assignees of Edmund Monroe, and has since been known as the "Monroe Gore."

By a resolve passed by the Legislature of Massachusetts



FARM HOME OF JOHN McLWAIN, CARIBOU

Feb. 19, 1802, a grant of five hundred acres of land was made to Amasa Smith. This tract was not located until Sept. 1820, when it was surveyed by Alexander Greenwood, and on Nov. 18, 1820, it was deeded by Geo. W. Coffin, Land Agent of Mass., to David Nelson, of New Gloucester, assignee of Amasa Smith. The tract is thus described by the record of Mr. Greenwood's survey:

"Beginning at a white maple tree, the same being the southwest corner of the grant to Hampden Academy, marked S. W. C. H. A. A. G. 1820, D. N., thence running south one hundred and forty-seven rods to a beech (sic) tree standing on the north line of the half township granted to Thomas Danforth, Esq., marked G. 1820, D. N., thence running east on the line of said grant to Thomas Danforth five hundred and forty-four rods and eleven links to a yellow birch tree marked G. 1820 D. N. A. G. J. G. I. F., thence running north one hundred and forty-seven rods and eleven links to a yellow birch tree standing in the south line of the grant to Hampden Academy marked G. 1820, D. N. A. G. J. G. I. F., thence on said Academy line five hundred and forty-four rods and eleven links to the bound first mentioned."

David Nelson conveyed the tract to Mr. Joseph L. Kelsey of Bangor, by his deed dated April 25, 1835. The land has since been sold to settlers and, though now a part of the town of Weston, is still known as the "Nelson Tract."

The first settlers upon the Hampden Academy grant were John Davenport, Thomas Gilpatrick and William Butterfield, Esq. Of these, Mr. Davenport was the first to make a chopping, and Mr. Gilpatrick was the first settler who brought a family to the grant. John Davenport came from St. Albans and settled on the lot where Joshua Butler now lives, a short distance south of the middle line of the town. He cleared a farm and built a set of buildings and was for many years a respected citizen of the town. He died in Weston some twenty years ago. Thomas Gilpatrick came from Unity in 1825. He purchased of the trustees of the academy one thousand acres of land for twenty-five cents per acre. Mr. Davenport had made a chopping the year before and this chopping Mr. Gilpatrick cleared and put into crop at the halves. He afterwards settled near where Mr. Otis A. Gilpatrick now lives, where he built a log house and in 1827 his wife and son David came to their new home. Mr. Gilpatrick lived on this place some six years, when he moved to a timber house at the foot of the hill some

distance north of where the old homestead now stands. Mr. William Philbrook had made a ten acre chopping on the place and built a timber house. The family lived in this house till about 1841, when Mr. Gilpatrick built the buildings on the top of the hill, now known as the Gilpatrick homestead. He cleared a number of large farms and was extensively engaged in farming and lumbering. His house was for years a stopping place for travellers and was a place well known in all that section. He afterward bought the William Butterfield farm, some distance farther north, upon which he lived until his death in 1876. Mr. Gilpatrick was a prominent man in the town during the whole time of his residence there, at times doing a large business and being actively interested in the affairs of the town. Mr. William Butterfield, known throughout southern Aroostook for many years as "Squire Butterfield," was born in the town of Sidney and removed from there to New Brunswick, where he remained a number of years. He came to Weston about 1827 and settled on the lot now occupied by Mr. Ruel Peters, opposite the old steamboat landing. Mr. Butterfield was a land surveyor and in 1828 he lotted the Academy grant, dividing it into lots, or sections, running east and west across the grant, each lot containing five hundred acres more or less. The lot upon which Mr. Butterfield settled was numbered six in this survey. This lot was deeded by Josiah Kidder, secretary of the trustees of Hampden Academy, to Charles Buck of Bangor, April 12, 1831, and was conveyed by Mr. Buck to William Butterfield by deed dated August 25, 1835. Mr. Butterfield was appointed justice of the peace soon after coming to Weston, and the records show that he performed marriages there as early as 1832. He cleared a large farm on this lot and built the homestead where he lived for many years. He was extensively engaged in trading and lumbering and was a leading citizen of the town during all the time of his residence there. He moved to Danforth some twenty years ago and died in that town.

Mr. Samuel Cleaves was one of the early settlers of the town. He came from Clinton in 1827 and settled in the south part of the town near Baskahegan stream. Mr. Cleaves went from Weston to California, but afterwards returned to Haynesville, where he died.

Mr. Joseph Foss came from Clinton in 1828 and settled on the lot where Mr. Edward Earle now lives, being section 8 of the Butterfield survey. Mr. Foss purchased of the Academy trustees four lots, or sections of land, being lots numbered Eight,

Nine, Ten and Eighteen, and afterwards bought of the town lot No. Seventeen, which was the school block. Mr. Foss cleared a large farm and was also largely engaged in lumbering. He was a prominent citizen and business man for more than twenty years, when he removed to California and afterwards to Wisconsin, where he died.

Mr. Samuel Springer came from Augusta in 1829 and settled on the lot in the south part of the town, afterwards owned by Samuel J. Foster. Mr. Springer cleared the farm and lived upon it until about 1847, when he sold to Mr. Foster and moved to Robbinston and afterwards to Danforth, where he died. Mr. Stutely Springer was a well known citizen of Weston for many years. He came from Augusta in 1830 and settled some distance west of his brother Samuel on the lot now occupied by Mr. Charles Powers. He died in Weston in 1869. Mr. John Springer, another brother, came from Augusta in 1832 and settled on the lot where D. J. Barker, Esq., now lives, in the extreme southern portion of the town. Mr. Springer cleared this farm and built the buildings upon it. He was engaged also in lumbering and in 1868 moved to Eaton in Washington County, where he died in 1883.

Mr. William Gellerson came from Brighton in 1832 and settled in the northwest part of the town. He had a mill on Cold Brook near his farm, and was engaged in farming and lumbering for many years. He died in Weston some thirty years ago. Mr. Thomas Gellerson came at the same time and settled near his brother William. He was also engaged in lumbering, and was a well known citizen. He died at his home ten years ago. Mr. George Gellerson, another brother, came at the same time and settled near the others and this portion of the town has ever since been known as the "Gellerson Settlement." Mr. Geo. Gellerson cleared a good farm and was also for some years engaged in lumbering. He afterwards became a Free Baptist preacher and preached for many years in Weston and adjoining towns. Some twenty years ago he moved to Houlton, where he died in 1881. Elder Gellerson was a good man and was much respected by all who knew him.

Mr. Isaac Loveland came from Brighton in 1832 and first settled in the south part of the town. He afterwards bought a lot in the Gellerson settlement, where he cleared a farm and built a house and barn. After remaining there a number of years he removed to Orono, where he died.

Mr. Elijah Gove came from Waldo County in 1832 and set-

tled in the rear of Thos. Gilpatrick's farm, where he died many years ago. During this year (1832) a number of settlers came to the town, most of whom have now passed away. Mr. Joseph Webber came from Clinton and settled on part of the Joseph Foss lot, the original five hundred acre lots into which the town was divided by the Butterfield survey having afterwards subdivided into smaller holdings. Mr. Webber made a small clearing and built a log house and after remaining some ten years returned to Clinton. Mr. Ira Watson came from New Hampshire in 1832 and settled in the northern part of the town, where he cleared a farm and built a set of log buildings, and died many years ago. Mr. Hezekiah Harris, who is now the oldest settler living in the town, came from New Brunswick in 1832 and settled on the lot where he now lives, in the north part of the town. Mr. Harris cleared a large farm and kept a house of entertainment for travellers for many years. Though now advanced in years and past work, Mr. Harris is still quite active and enjoys walking around among his neighbors and talking about the olden times when there were no roads in the town and when the early settlers were subjected to many hardships. Mr. Braman Price, a son-in-law of Mr. Harris, now carries on the farm.

Mr. James Brackett, one of the early settlers of the town, came from Mount Vernon in 1830 and settled near the middle of the town. He cleared the farm and lived on it until his death in 1845. His son, William Brackett, then took the farm and lived on it until his death in 1855. His widow afterwards kept a public house here for many years and this was long one of the pleasantest and best known stopping places upon the Calais road. Mrs. Brackett died in 1873 and her sons, Horace M. and Gilbert L. Brackett, now live on the old homestead. Mr. Luther Brackett was also for some time a resident of Weston and lived on the farm where Mr. George Brannan now lives, part of section 12. Mr. Brackett was afterwards appointed U. S. Consul to Pictou and did not return to Weston to live.

Dr. Joseph O. Smith came from Addison in 1833 and with his son, Mr. B. C. Smith, settled on the farm where Mr. James Moody now lives, part of section 11. Dr. Smith was an educated gentleman of pleasant and kindly manner, and is spoken of with much respect by those of the citizens who remember him. He practiced his profession for some time after coming to Weston. Mr. Barney C. Smith, as his name appears upon the records of the town, had the active management of the farm and also carried on the business of blacksmithing. He, like most of his

neighbors at that time, was engaged in lumbering and was a prominent citizen of the town. He moved to Hodgdon about 1850, and his father, Dr. J. O. Smith, afterwards returned to Addison. Mr. Stephen Smith, son of Dr. Smith, came to Weston at the same time and settled on the next lot south. He was engaged in farming and lumbering for many years, and some six years ago moved to Houlton, where he now resides.

Mr. Joseph E. Shorey was a resident of Weston at this time and was engaged in lumbering. He had no farm in the town and soon after settled in the adjoining town of Bancroft. Mr. Sweet Ellis came from Brighton in 1833 and settled in the northwest part of the town. Here he cleared a small farm and afterwards moved to Haynesville and died many years ago. Mr. Charles Megquier came from Poland in 1833 and settled a short distance north of Mr. James Brackett, on part of section 13. Mr. Megquier commenced felling trees on his lot on June 17, 1834, as appears by a diary kept by him at that time. He that year felled and cleared twenty-three acres and finished clearing Nov. 1st. In the spring of 1835 he commenced work on the farm April 1st. He that year sowed five bushels of wheat on five acres and raised 166 2-3 bushels of prime wheat. Mr. Megquier was then absent from the town for a number of years, returning in 1839. He extended his clearing and built a good set of buildings and continued to live upon his farm until his death, six years ago. He was a man of strict integrity and was one of the most prominent citizens of the town. He was postmaster at Weston for many years and held numerous town offices. His son, Arthur Megquier, now lives upon the farm and has a store nearby. Mr. Samuel F. Marble came from Poland in 1833 and settled on the lot next north of Mr. Megquier's. He cleared this farm and lived on it until his death some eleven years ago. Mr. Marble was a highly respected citizen and took an active part in the affairs of the town. His son, Greenleaf Marble, now lives on the old farm.

Mr. Thomas Pratt came from Clinton in 1833 and settled in the northwest part of the town. Here he cleared a good farm and built a good set of buildings. He lived upon the farm until his death some ten years ago. He is spoken of as a good citizen and a worthy man. Mr. Lewis Smart, who is now one of the oldest settlers living in the town, came from Vassalboro to Old Town in 1831 and in 1834 came to Weston and first took a lot near the middle of the town, where he made a small clearing and then took the lot in the north part of the town now

known as the Faulkner farm, and made a shopping and built a log house, but did not remain upon the lot. He then took a lot on Trout Brook ridge in the west part of the town, where he cleared a good farm and built good buildings. In 1848 he moved to the farm on the Calais road where he has lived ever since. Mr. Smart was for many years an active citizen of the town, but is now advanced in years and quite infirm. His sons, Frank and Charles Smart, live in neat residences near him on the old farm.

Mr. Patrick Faulkner came from Ireland and settled in Weston in 1835, in the rear of Mr. Hezekiel Harris's lot. Here he made a good farm upon which he lived until his death some ten years ago.

Among the other citizens who were in the town at the time of its incorporation we may name the following: Mr. Joel Foss, son of Joseph Foss, came from Lincoln in 1831, but did not settle upon a farm in the town until 1840, when he took the lot upon which Mr. J. C. Foss now lives, part of section 8. He cleared this farm and lived on it ten years and then moved to the farm on which Mr. Charles Clark now lives, where he lived until 1872, when he moved to Danforth and now keeps a public house in that village. Mr. Foss was a prominent citizen of Weston and well known throughout the county. He was for many years engaged in land surveying and was a member of the board of county commissioners from 1858 to 1861. He was also a member of the State Legislature in 1852 and for the two following years and again in 1881. Mr. Orrington S. Foss lived with his father, Joseph Foss, and afterwards moved to Orono, where he died. Mr. William Butterfield, Jr., settled on the lot where his son, David Butterfield, now lives, and lived there until his death some three years ago. Mr. Samuel Butterfield first settled on the farm where David Butterfield now lives. He afterward moved to the farm now owned by Mrs. Benj. Moody, section 9. He sold this farm to Mr. Moody and moved to Jackson Brook, where he now lives.

We have thus briefly mentioned the settlers who opened up the town of Weston and a large majority of whom were citizens of the town at the time of its incorporation.

The act of incorporation was passed March 16, 1835, and was signed by Gov. Dunlap on the following day. On April 14, 1835, a petition was addressed to Wm. Butterfield, Esq., a justice of the peace, to issue a warrant for a town meeting. This petition was signed by Samuel Springer, Stutely Springer, John

Davenport, Joseph Foss, Orrington S. Foss, Thos. Gilpatrick and John Springer. The warrant was issued to Mr. John Springer, who was directed to call a town meeting at the dwelling house of Joseph O. Smith on Thursday, April 30, 1835. The inhabitants met according to the warrant, were called to order by Wm. Butterfield, Esq., adjourned to Dr. Smith's barn and chose the following officers, viz: Joseph E. Shorey, moderator; O. S. Foss, clerk; Wm. Butterfield, Joseph Foss and Barney C. Smith, selectmen; Thos. Gilpatrick, collector and constable; Stephen Smith, treasurer. At the time of the organization of the town of Weston there were but two incorporated towns in the whole territory now embraced in Aroostook County, Houlton having been incorporated in 1831 and Hodgdon in 1832. At that time these towns were all in Washington County, Aroostook not being incorporated as a separate county until March 16, 1839. On the list of voters in Weston in 1836, twenty-five names appear and at the town meeting held that year it was voted "not to grant licenses for retailing ardent spirits." At that time and in fact for many years after, large lumbering operations were carried on in this vicinity and nearly all the settlers of the town were more or less engaged in this business. Some who afterwards settled there and became prominent citizens were attracted thither by the opportunities offered for engaging in this pursuit.

In 1844 Mr. Benjamin Buzzell came from Alexander and settled in the north part of the town. He cleared a farm and lived upon it for nearly forty years and moved to Danforth, where he died. Mr. Edward Bedel now lives on this farm.

Mr. Samuel J. Foster came to Weston in 1847 and bought the Samuel Springer farm in the south part of the town. Mr. Foster was a member of the firm of Foster & Lincoln of Bangor, lumber operators. He made many improvements upon the farm and built a very large and costly residence, two large barns and a fine stable. The house was at the time one of the most expensive private residences north of Bangor. In the stables were stalls for a hundred horses and there were times when nearly all were filled. Mr. Foster owned some very fine driving horses and the fame of his roadsters and of their remarkable performances is still remembered in this section. In addition to his extensive lumber operations he paid much attention to farming and raised large crops of hay and grain. He was a man of much energy and enterprise and carried on a large business in Weston and vicinity for a number of years. He lived

upon the farm until his death in 1858. The farm was then purchased by Mr. John Weller and Mr. William Lawrence, who opened the house as a hotel and did a large business in farming and raising and dealing in horses. This partnership was dissolved after a few years and Mr. Lawrence moved to Houlton. Mr. Weller afterwards disposed of his interest in the property and now resides in Danforth. The Foster mansion was burned some ten years ago and the large farm has been divided. Mr. E. L. Heal now owns one portion and Mr. Weston Brannan the other.

In 1855 the "Monroe Gore" and the "Nelson tract" were both incorporated with the town of Weston and the town is now bounded north by Haynesville and Orient, west by Bancroft, south by Danforth, in Washington County, and on the east for its entire extent by the waters of the beautiful Grand Lake. The road from Houlton to Calais runs in a southerly direction entirely across the town and for much of the distance the land west of the road rises in high, mountainous ridges. In the north part of the town, a short distance east of the Calais road, is Longfellow Lake, a very pretty little sheet of water discharging into Brackett Lake, which is of much larger extent and which empties its waters through a narrow thoroughfare into the Grand Lake. In the south part of the town is a smaller lake, called Sucker Brook Lake, the outlet of which is a small brook flowing northward and emptying into the Grand Lake at Davenport Cove. The scenery from the Calais road is very beautiful in a pleasant summer's day, the view extending across the wooded points and away to the broad waters of Grand Lake.

AMITY

The town of Amity is the northernmost of what may be properly designated as the coast towns of Aroostook County, as, in common with the towns lying south of it in the same range, it is separated from the possessions of Her Britannic Majesty by a water boundary. The coast line of the State of Maine, on its eastern border, in reality extends northward nearly to the north line of the town of Amity and for the past two years a detachment of the U. S. Coast Survey has been at work in this region, determining the exact contour of the eastern coast and making

an accurate map of this boundary. The Monument Stream which forms the head waters of the St. Croix, rises about a mile south of the north line of Amity, and, flowing southward in an irregular course, forms the eastern boundary of the United States until it discharges its waters into North Lake in the town of Orient. Amity lies directly south of Cary, is bounded on the west by Haynesville and on the south by Orient.

The settlement of the town dates back to the year 1825 and in that year Jonathan Clifford, who may be regarded as the pioneer settler of the town, commenced a clearing on the lot now occupied by Mr. James Lizette, in the north part of the town, a short distance west of the present Calais road. Here Mr. Clifford cleared a farm, upon which he lived for many years and on which he died some twenty years ago. At the time of Mr. Clifford's settlement a few pioneers had established themselves upon the adjoining township of No. 11, now Cary, and their smokes could be seen from the ridge upon which he commenced his clearing. These were his nearest neighbors and no road passable in summer led to his wilderness home. In 1826, Mr. Edmund Cone took a lot near Mr. Clifford's and commenced making a clearing. Mr. Cone came from New Salem, Mass., to Houlton in 1815 and lived in that town until he removed to his new home in what was then called No. 10, now the town of Amity.

In Houlton Mr. Cone was employed for a number of years as a teamster, and he afterwards made a clearing on the lot in the south part of that town near the Hodgdon line, now owned by Mr. A. K. Bradford. Before leaving Houlton Mr. Cone married Miss Barbara Shepard of Richmond, N. B., and together they bravely commenced the work of making a home in the forest. Mrs. Cone was a most excellent woman and was a courageous and efficient helpmate in these pioneer years. Mr. Cone cleared up a large farm and was for many years a prominent citizen of the town. He was one of the officers of the town at its first organization, and continued to take an active interest in its affairs until his death in 1883. His son, Mr. Elisha Cone, now owns the old homestead, but lives upon a farm on the Calais road.

Mr. Seth Farrar was one of the earliest settlers of the town. Mr. Farrar came from Searsmont and settled in New Brunswick. He then emigrated to the south part of Hodgdon, and made a clearing on the lot afterwards owned by Daniel Smith. In 1826 he moved to Amity and took a lot in the north part of the town,

a short distance east of the present Calais road. Here he made a farm upon which he lived for some twenty-five years, then moved to No. 11 (Cary) and afterwards to Orient, where he died some thirty years ago. A number of his sons now live in the south part of the town.

In 1826 Jonah Dunn, Esq., came from Cornish, in York County, and established his residence in Houlton. Mr. Dunn was a man well educated and of much ability and force of character. He had represented the District of Maine in the General Court of Massachusetts, and after the separation from the mother state was a member of the Maine Legislature. He took an active part in the movement for the establishment of a military post at Houlton, and was instrumental in having the military road opened to that place and with his son, Columbus Dunn, built a part of that road. He was also a contractor and builder of portions of the road from Houlton to Calais. Immediately upon coming to Houlton, in 1826, Esquire Dunn purchased of the State a block of land in No. 10, now Amity, consisting of four lots of 100 acres each, and including the Columbus Dunn homestead and the Walton lot on the east side of the Calais road, and the John Reed lot and Charles E. Dunn lot on the west side. In 1827, Columbus Dunn, a son of Jonah Dunn, Esq., settled on the block. At that time the only road was a lumber road from Houlton, through Hodgdon and Cary, passable for teams only in the winter time. Here Mr. Columbus Dunn cleared a farm and established the home where he lived until his death in 1879. Deacon Dunn was for many years one of the most prominent citizens of the town and was one of its active religious workers. He was postmaster of Amity for 18 years and held numerous town offices. His widow still lives at the old home with her daughter and son-in-law, Mr. Erastus Haskell, who now has the farm. Mr. Charles Dunn, brother of Columbus, came soon after and settled on the lot next south, afterwards the Walton homestead. Mr. Dunn remained there some twelve years and was one of the selectmen of the town in the first year of its organization. He afterwards returned to Houlton, where he now resides.

Soon after the arrival of the Dunns a number of settlers came to the town and commenced making clearings in the forest. Mr. Asa Tracy came from Gouldsboro in 1827 and made a chopping on the lot in the rear of the Lemuel Tracy homestead. He moved his family to the town in 1829 and afterwards bought the lot where his son, Samuel Tracy, now lives, and remained

there until his death in 1870. During the following year (1828) Jonathan Greenleaf, Samuel Newman, Benjamin Winship, William Clark and James H. Curtis settled in the new town. Mr. Jonathan Greenleaf, for many years a well known citizen of Amity, came from the town of Starks and settled in the south part of the town. He cleared a farm and kept a hotel here for many years. He was a man of much business ability and took an active part in the affairs of the town. Mr. Greenleaf died in 1868. The old house, so long a stopping place for travellers, has since been burned, but two sons, Thomas and John Greenleaf, still live on the farm. Mr. Samuel Newman came from Sangerville and made a clearing some distance north of Mr. Greenleaf's. He was chosen one of the selectmen at the organization of the town. He left Amity many years ago and after living for a time in Orient and afterwards in Haynesville, returned to Sangerville and died.

Benjamin Winship first settled on the lot opposite the Jacob Simpson lot, where he lived for a number of years and then removed to the south part of the town and died many years ago.

William Clark came from Liberty and settled on the lot where his son, William Clark, now lives. He cleared this farm and lived on it until his death in 1854. His son, David Clark, then took the farm and at his death in 1858 Mr. William Clark, the present proprietor, took possession of the farm.

Mr. James H. Curtis came from Dexter and settled on the lot where Mr. Samuel Tracy now lives. He made a clearing on this lot and built a log house and barn and after living there some six years moved to what was afterwards known as the Walker place. Here he built a set of buildings. Mr. Curtis lived on this farm until 1846, when he sold to Mr. Erastus Haskell and moved to New Brunswick.

Mr. Samuel Wilkins was also one of the early settlers of the town. He settled in the north part, a short distance east of the Calais road, and lived in the town until his death in 1867.

A few years later than the settlers mentioned above, Mr. William Williams, who was then living in Houlton, bought four lots a short distance south of the center of the town. These lots included the two lots now owned by Mr. John R. Williams, the Benj. Curtis lot, and the Calvin Curtis lot. Mr. Williams made a clearing on the lot now owned by Benjamin Curtis, where he built a log house and lived upon the place a few years when he removed to Houlton and did not return to Amity to live. His son, Jared Williams, made a clearing on the lot where Mr.

John R. Williams now lives and remained three years and sold to Mr. George Robinson. Mr. John R. Williams bought the farm in 1838 and has been a well known citizen of Amity ever since. Mansfield Williams, another son, lived on the Curtis place and traded at the "corner" near Mr. Greenleaf's. He afterwards moved to Houlton and died there some years ago. Abram Williams also lived on this place for a time and moved to Houlton and afterward to Hodgdon, where he had a farm near the Mills and where he died a few years since.

Rev. Elisha Bedel, the first clergyman, settled in Amity, came from the town of Crawford and organized the first church in the town. At the first town meeting Elder Bedel was chosen one of the selectmen. He remained in Amity until about 1845.

The act of incorporation of the town of Amity was passed March 18, 1836, and was approved by Gov. Robt. P. Dunlap on the day following. The warrant for the first town meeting was issued by Hiram Estey, Esq., justice of the peace, to Edmund Cone, April 11, 1836. The meeting was held April 21st and the new town was organized by the choice of Columbus Dunn, moderator, Edmund Cone, clerk, and Edmund Cone, Elisha Bedel and Samuel Newman, selectmen. James H. Curtis was chosen treasurer and Asa Tracy, collector and constable.

At the first State election after the incorporation, fifteen votes were thrown in the town, all of which were for Governor Dunlap. The year 1837 was an extremely hard year for the new settlers and bread was scarce. By the town records it appears that Messrs. Todd and McAllister of Calais owed the town for the stumpage on lumber cut on the school lots. This money should, of course, have been devoted to the support of schools, but so great was the destitution that at a meeting held on June 5, 1837, it was voted to divide the amount equally among the inhabitants. It was afterwards decided to expend the gross amount for corn and divide the corn among the settlers. Teams were therefore sent to Calais and the corn was procured and divided among the hungry settlers.

In 1836 Benjamin A. Curtis came from Dexter and first settled on the lot where Daniel Williams now lives. Here he made a small clearing, but soon moved to the lot on which John Reed now lives. He cleared a number of acres on this lot and lived on it some ten years. He then moved to the Alexander Carr lot where he lived until 1858, when he bought of Mansfield Williams the lot where he now lives in the south part of the town. Mr. Curtis improved this farm and built a new house. He lost

three sons in the army and is now old and feeble and unable to work.

Mr. Daniel Harmon came from Calais to Amity in 1837 and taught the town school. He bought a piece of land of Columbus Dunn and lived in the town some six years and moved to Portland. Mr. Harmon was an educated man and was clerk of the town for a number of years. James Austin and Jonathan Small came from Kennebec County about 1835 and settled on the lot where Alexander Carr now lives. Mr. Small died shortly afterwards and Mr. Austin moved to No. 11 and afterwards returned to the southeast part of Amity, where he died. John Dakin came from Nova Scotia and in 1836 settled on a part of the Walker lot, where he cleared a farm and built a set of buildings. He afterwards sold to Mr. James H. Curtis and moved to the west part of the town, where he died some years ago. Mr. Hartley Deering came from Orient in 1836 and bought the Samuel Newman lot. He lived on this lot two years and then exchanged farms with Mr. James Daggett of Hodgdon and moved to that town, where he died. Mr. Seth Kempton came from Milltown in 1837 and settled on the lot afterwards owned by Mr. Alden Spurr. He lived on this lot until 1848, when he removed to Gardiner. Mr. Peter Beede came from Milltown in 1837 and settled on the lot next east of Seth Kempton. He lived on the farm until 1848, when he moved to Kennebec County, and died. Mr. Samuel Slipp now owns this farm.

Mr. Daniel Williams came to Amity in 1838. He had been engaged in teaching in Pennsylvania, and upon first coming to Amity was employed as a clerk for Mr. Daniel Wood, who had a store near Mr. Greenleaf's. In 1840, Mr. Williams bought the lot where he now lives and where he has made a good farm and a pleasant home. He has been a prominent man in the town for many years, and though now eighty years old, is still smart and active.

Mr. Israel Davis came from Concord, N. H., about the time the town was incorporated or very soon after. He took a lot in the northwest part of the town. The Davis brook, a tributary of the Meduxnekeag, runs through this lot and on this stream Mr. Davis built a mill containing an up-and-down saw. After his death in 1868, his son, Mr. Elbridge G. Davis, took the property and added a grist mill and afterwards a shingle mill. This mill was afterwards burned and Mr. Davis built a new mill with steam power, into which he put one shingle machine and was planning to put in a rotary saw, but died in 1888

before completing his designs. The mill has not since been operated and the engine and machinery have been removed.

James Daggett, Jr., came from Hodgdon in 1838 and bought of Hartley Deering the Samuel Newman lot. He cleared a large farm and lived on it until 1866. He then moved to Oakfield and afterwards to Massachusetts. After a few years he returned to Amity and lived with his son, Mr. Warren Daggett, until his death in 1885. Mr. Samuel Shepard came from New Brunswick about 1837, and after living for a while on a part of Edmund Cone's lot, bought of Charles Dunn the lot next north of Columbus Dunn's. He built the buildings on this farm and about 1844 sold to James Ballard and moved to the Gidney lot in the southwest part of the town, where he lived a number of years, and then returned to New Brunswick. James Ballard came from Massachusetts as a teacher. He bought the Samuel Shepard farm and lived on it some three years, and sold to Mr. Milo Walton and returned to Massachusetts. Mr. Hammond Estabrook came from New Brunswick in 1840 and took a lot in the west part of the town. He cleared a farm and lived on it until his death in 1864. His son, Mr. Jed Estabrook, now lives on the farm. Mr. Lemuel Tracey bought the lot where he now lives in 1842. He cleared a large farm and has for many years been one of the leading citizens of the town. Mr. Thomas Greenleaf, a brother to Jonathan Greenleaf, came from Starks in 1840 and took a lot in the south part of the town, one mile west from the Calais road. He made a clearing of forty acres and built a house and barn. He lived here six years and moved to Missouri. Mr. Warren Daggett now owns this farm. Mr. Milo Walton came from Chesterfield, N. H., to Houlton in 1845 and kept a drug store in that town for two years. In 1847 he moved to Amity and bought the farm next north of Columbus Dunn. He immediately entered into the business of orcharding and fruit raising, which he planned to carry out on a large scale. He set extensive nurseries of apples, plums, cherries, etc., and had also a large amount of small fruits. He had just commenced to reap the first fruits of his enterprise when his death in 1854 suddenly terminated what promised to be a most successful business career. He was a man of much ability and worth and his early death was a severe loss to the town where he had fixed his residence. His widow continued the business to some extent until her death in 1871. His son, Mr. Isaac T. Walton, now has the farm. Mr. Alden Spurr came from New Brunswick in 1848 and bought the Seth Kempton lot in the south-

west part of the town. He cleared a large farm and built a good set of buildings. Mr. Spurr was engaged in lumbering and was an active and prominent citizen during his residence in the town. Two of his sons died in the army and some time after the close of the war he moved to Milltown and afterwards to Houlton, where he died a few years ago. Mr. Calvin B. Curtis bought the farm where he now lives in 1849. It was then a wild lot and Mr. Curtis cleared the farm and built the buildings. He has also worked at blacksmithing a part of the time and has been one of the leading citizens for many years. Mr. Jacob Simpson came from Warwick, N. B., and was for several years engaged in lumbering in this vicinity before moving to Amity. About 1850 he bought the farm where Mr. John Hughes now lives. He cleared a large farm and was extensively engaged in lumbering until about 1864, when he sold the farm to Mr. James Martin and returned to New Brunswick.

Mr. George R. Burt came from New Hampshire in 1850 and bought the farm on which Mr. John Reed now lives. Here he opened a store and continued to trade until his death in 1856. Mr. James Lander, the veteran stage driver, then bought the place and established his home there. He continued to drive the stage from Houlton to Calais and Mr. Adrian Vandine, afterwards collector of customs at Houlton, entered into partnership with him in trade. Mr. Vandine was engaged most of the time in hauling goods and Mr. John Reed was employed as clerk in the store. Mr. Lander died in 1861, and Mr. Vandine retained the property and business until 1866, when he sold to Mr. John Reed and removed to Houlton. Mr. Francis McCarric came from Bailyville in 1851 and first settled on the lot opposite Jacob Simpson's. He lived on this lot seven years and then moved to the farm in the north part of the town, formerly occupied by Benj. Curtis, where he lived until his death in 1874. Mr. Alex. H. Carr now has this farm.

As a whole, Amity will rank as a good farming town. The surface is not abruptly broken and the soil, though somewhat stony in places, is fertile and productive. A large part of the town is still covered with its original forest growth and is owned by non-resident proprietors, a fact which has interfered with the growth and development of the town. The town has good schools and good religious privileges and seems to enjoy a general feeling of social good fellowship. Taken all in all, Amity will rank as one of the best towns in southern Aroostook.

LINNEUS

The General Court of the Commonwealth of Massachusetts on February 26th, 1804, passed a resolve appropriating a township of land in the District of Maine for the purpose of assisting in establishing a Professorship of Botany in Harvard College. The township was surveyed by Benjamin Marshall in October, 1807, and is thus described: "Beginning at a basswood stake near a large yellow birch marked N. E. C. B. G. T. O. one hundred and sixty rods south of the southwest corner of a half township of land granted to the New Salem Academy, thence running west, thirteen degrees north six miles to a large hemlock tree marked, thence south, thirteen degrees west six miles to a stake; thence east, thirteen degrees south six miles to a large maple tree, marked; thence north, thirteen degrees east to the first mentioned basswood stake." At a meeting of the Trustees of the Massachusetts Society for promoting Agriculture, held June 4th, 1808, it was voted that the Secretary of the Commonwealth be requested to deed the township to Dudley A. Tyng. The deed of the township from William Tudor, Secretary of the Commonwealth of Massachusetts, to Dudley Atkins Tyng, is dated June 27th, 1808.

At a meeting of the Trustees of the Massachusetts Society for promoting Agriculture held June 30th, 1810, it was voted that Dudley A. Tyng be authorized to convey the township in fee simple to Aaron Dexter and Ebenezer Preble, purchasers of the town, upon the purchase money being paid, or secured to the Treasurer of Harvard College. It was also voted that the purchasers be requested to cause the said township to be called by the name of Linneus. The deed from Dudley A. Tyng to Aaron Dexter, Doctor of Medicine, and Ebenezer Preble, merchant, both of Boston, is dated Aug. 9th, 1810.

The town of Linneus lies in the second tier of townships from the New Brunswick line, is directly west of the town of Hodgdon, and corners on Houlton on the southwest. The early history of Linneus is intimately connected with that of the settlement of Houlton as the old Soldier road over which supplies were brought to the garrison at Houlton was made through this town. This road was cut through by the United States troops in 1828. It began at what was called Soldier Landing on the east branch of the Mattawamkeag some two miles below the mouth of Beaver Brook, followed up the brook across the township of

"Letter A" and after entering Linneus turned in a northeasterly direction from the height of land on which is now the J. D. Gove farm, following nearly the line of the present military road to where Hon. Parker P. Burleigh now lives, entering Houlton near the southwest corner of that town.

The first settler upon the town was Mr. Daniel Neal who came from New Brunswick in 1827 and settled near the northeast corner of the town, on what is now a part of the farm of Hon. Parker P. Burleigh. We find mention of Mr. Neal in letters from Major Clarke, the officer in command of the garrison at Houlton to Capt. Staniford, who commanded the detachment engaged in constructing the Soldier road. In a letter dated Sept. 25th, 1828, Major Clarke writes: "As soon as the road shall have been completed to Neal's you will order the four six-pounders to that place and leave them there." On the same day Major Clarke writes to Mr. Towle, of the firm of Towle & Parsons, who had the contract to forward the supplies for the troops: "As soon as all the public property deposited at Neal's shall have been brought in I request you to forward on those cannon."

In these letters we find the first mention of any settlement in the present town of Linneus. Mr. Neal was a Maine man and went to New Brunswick to work at his trade as a ship carpenter, coming thence to his forest home in the new grant. Here he cleared up a considerable tract and lived upon it until 1836, when he removed to Jackson Brook. His son, John Hodgdon Neal, was the first child born in Linneus.

Soon after Daniel Neal made his settlement in Linneus a man named Nesmith settled near the "Cold Spring," as it was then called, on what is now the Howard farm. Mr. Nesmith formerly lived near Thomaston, Me., and removed to Miririchi, where he was quite extensively engaged in lumbering. He afterwards met with heavy losses and the great fire in Mirimichi completed his financial ruin. He then decided to remove to the wilderness of Aroostook, and coming to Fredericton, N. B., he placed his wife and three children, together with some household goods, upon a sled and started up the St. John River on the ice with a pair of horses. Before reaching Woodstock the team broke through the ice and his wife and one child were drowned. With the two remaining children, a boy of ten years and a daughter then a young woman, he reached Woodstock, where he left the daughter and proceeded northward with the little boy. In company with a man by the name of Anderson, Mr. Nesmith came to Linneus and built a camp near the "Cold Spring." They

made a clearing and remained a number of years and then sold their improvement to Col. Benj. Rackliffe and Nesmith removed to the far West, taking the little boy with him. The boy grew to manhood and when the State of Oregon was admitted to the Union he was chosen one of the first United States Senators from that State.

The opening of the Soldier road induced other settlers to come to the town. In 1828 or 1829 Samuel and John Shields came from New Brunswick and settled east of the Soldier road near the line of Hodgdon, then Groton Academy Grant. Both cleared up farms upon which they lived for many years and died at an advanced age. Mr. Thos. O. Shields, son of John Shields, and Mr. True B. Shields, son of Samuel Shields, now live upon the old homesteads and have good farms. The same year Mr. John Jones settled south of Samuel Shields on what is now the Geo. Starrett farm. These three were the first settlers east of the road. Among the settlers who came to the town soon after Mr. Neal and settled along the line of the new road was Col. Benj. Rackliffe, who came from Waldo County about 1829 and settled on what is now the Howard farm, a short distance south of Linneus Corner. Col. Rackliffe was for years a prominent citizen of the town. He afterwards moved to Presque Isle, where he died some ten years ago. Jacob Martin came the same year and settled on the farm now occupied by Dr. Boyd. He was a resident of the town many years.

In 1830 Col. Moses Burleigh came from the town of Palermo and bought of Daniel Neal a lot next south of the farm upon which Hon. Parker P. Burleigh now lives. Col. Burleigh was a prominent man in the State before his removal to Linneus. He was a militia captain in 1812 and was called into the U. S. service and was with his company at Belfast at the time the British entered the Penobscot to destroy the U. S. frigate Adams. He was a delegate to the convention held in 1816 at Brunswick in the District of Maine, to form a State Constitution in anticipation of the separation from Massachusetts and in the same year was promoted to a lieutenant colonelcy in the Massachusetts militia. Immediately after removing to Linneus, Col. Burleigh was appointed to take the census of the northern part of Washington County, which then included the Aroostook settlements. As the territory was then in dispute the Provincial warden endeavored to arrest him, but he eluded pursuit and completed his work of census taking. In 1831 he was appointed assistant land agent and took an active part in expelling tres-

passers from lands in this vicinity. He held the office of postmaster for several years and was an active, energetic man and an upright and honored citizen. He died at Linneus in 1860. His son, Parker P. Burleigh, was but seventeen years old when he came with his father to Linneus. He worked for his father and helped clear up the farm and build a home until he was of age, when, determining to acquire an education, he entered Hampden Academy and afterwards Hartford, (Conn.) grammar school. He paid especial attention to the study of land surveying and thoroughly fitted himself for that profession. Returning to Linneus, he took an active part in the affairs of the new town and held many offices in the town and county. He was State Land Agent from 1868 to 1875, and was for many years postmaster at Linneus. He represented his town in the Legislature of 1856—57 and was twice elected senator from Aroostook County. Mr. Burleigh is now living on the old farm in Linneus, upon which he has made many improvements, and although nearly eighty years old, is a hale, hearty, active man. He owns large tracts of timber land in the county, to the care of which he devotes much of his time. He has two brothers, Moses C. and Samuel K. Burleigh, living near him. Hon. Albert A. Burleigh, his oldest son, was born in Linneus in 1841. He also fitted himself for the business of land surveying and in 1864 entered the army. He was wounded and taken prisoner and confined at Petersburg and Richmond. After his return from the army he took a farm in the town of Oakfield, adjoining Linneus, upon which he lived for a number of years. He was for many years a member of the board of county commissioners and is intimately acquainted with every portion of Aroostook County. He now resides at Houlton and is collector of customs for the Aroostook District. He is also President of the Bangor and Aroostook Railroad Company and is giving much of his time at present to the development of that enterprise.

Hon. Edwin C. Burleigh, the younger son, was born in Linneus in 1843. He also enlisted in the army in 1864, but was rejected on account of physical disability and entered the adjutant general's office as clerk. He was afterward twice elected assistant clerk of the House of Representatives and in 1880 was appointed to a clerkship in the office of State Treasurer. He also held the office of State Land Agent for three years. He was elected State Treasurer in 1885, which office he held until he resigned to accept the honored position of Governor of Maine, to which he was elected in 1888. He was re-elected in 1890 and is the

present Chief Executive of the State of Maine.

The act of incorporation of the town of Linneus was approved by Governor Robert P. Dunlap on March 16, 1836. A petition from the citizens of the town was immediately afterward presented to Moses Burley, (as the name was then spelled) one of the justices of the peace of the County of Washington, to call a town meeting to organize the new town. This petition was dated March 25th, 1836, and was signed by Benj. Rackliff, Parker P. Burley (sic) John C. Hamilton, Richard Hamilton, John M. Rackliff, George W. Webber, Henry Kitchen, John E. Raymond, Daniel Neal and Abner Craig. The meeting was held at Col. Burley's house and Moses Burley was chosen moderator, Parker P. Burley was elected town clerk, and Moses Burley, Jacob Martin and Benj. Rackliff, selectmen.

The old records of the town are still preserved and are in a bold, plain handwriting and signed "Parker P. Burley, town clerk." Isaiah Morrison and Aaron Plummer were chosen fence viewers, Benj. Bither one of the highway surveyors, Parker P. Burley, treasurer and collector of taxes, and he with Ebenezer Collins and J. Fisher Howard were the first board of S. S. committee. Isaiah Keith was chosen constable 'on condition that he do the business for the town without charge." On June 4th, 1836, John Stevens impounded a dark red horse owned by James Files. The bill of expense for impounding and selling the horse was \$3.65 1-2, and the horse was sold at "public vendue" by Constable Keith for \$5.85. At the first election for representative to the Legislature, 19 votes were cast; Jesse Gilman had 13 votes and Hendrick W. Judkins had 6 votes. As the election in the district resulted in a tie vote, another election was held on Oct. 24th. This also resulted in a tie vote, and a third election was held on Nov. 14th, at which time H. W. Judkins of Houlton was elected. From these records we find that Hugh Alexander was town clerk in 1837 and that Jeremiah Trueworthy was that year chosen first selectman, but declined to serve. Stephen B. Pattee was a constable in 1838. On the old records we find the names of others of the old settlers of the town who were in active life during the first years of the settlement. Though unable to give the exact dates of each man's coming to the town we have been able to trace quite accurately the place of their first settlement.

Hugh Alexander was one of the army teamsters in 1828, when the supplies for the garrison at Houlton were hauled over the Beaver Brook road. He settled in Linneus about 1830, on

the lot where Mr. John Taylor now lives, some two miles north of Linneus Corner. When Daniel Neal moved to Jackson Brook in 1836, Mr. Alexander took his place and lived there some time and then took the Hamilton lot a short distance north of the Corner. He lived on this farm for many years and was largely engaged in the lumbering business. His son, Benjamin Alexander, was for years a prominent business man at Linneus Corner, and also kept the Letter A. House for a number of years. He represented his class in the Legislature and was much respected by his fellow citizens. He died at Linneus a few years ago.

Abner Craig settled on the lot south of the Bither farm, where he lived for a number of years, then sold to Edmund Bickford and moved to Haynesville, then known as "The Forks." Isaiah Morrison settled on a lot on the east side of the military road, just north of the Corner. He was an active citizen of the town for many years. His son, Benjamin Morrison, afterwards lived and died upon the farm, and B. Decatur Morrison, a son of Benjamin, now has the old homestead. Joseph L. Morrison, son of Isaiah, settled east of the Corner, on what is now the county road to Hodgdon Mills. Aaron Plummer was the first blacksmith in the town and had a house and shop nearly opposite Mr. Burleigh's. Silas Varney also settled on that lot in 1830. Jesse F. Howard settled on the lot opposite the J. D. Gove farm, where he lived a number of years and then moved to Brewer. Ebenezer Collins settled in the east part of the town soon after 1830, on the lot next south of John Jones and next to the Hodgdon line. Mr. Eben Collins, his son, now occupies the farm. Isaiah Keith settled on a lot north of the Bither place and on the east side of the road. He lived in the town for many years, then moved to Oakfield, where he died a few years ago. John Stevens was for many years a resident and worked at day labor for farmers. James Niles cleared up the farm now occupied by Mr. Charles H. Young. Jeremiah Trueworthy settled on the farm now occupied by William H. Howard. He sold to Daniel Howard in 1845 and moved to Houlton. He afterwards became a wealthy land owner and was a prominent citizen of Houlton. John C. Hamilton made a farm on the west side of the road north of the Corner, afterwards the Alexander farm, where he lived a number of years and then moved to Bangor. His brother, Richard Hamilton, lived with him. George W. Webber settled west of the Military road, on the farm now occupied by George Downs. Joseph H. Downs settled near him and these two were the first settlers in that part of the town.

Mr. Downs was killed by a falling tree. Mr. Webber lived in the town a long time, then moved to Sherman, where he still resides and has been engaged in trade for a number of years. All the above mentioned citizens were living in the town at the time of its organization in 1838.

Benjamin Bither came to Linneus from Bradford, Me., in 1832, and settled on the lot where his son, James F. Bither, now l'ves. Here he made a good farm and built a fine set of buildings. Mr. Bither was a framer of buildings and framed many houses and barns now standing in Linneus and adjoining towns. He was long a prominent citizen of the town. Four of his sons are now living on farms in Linneus and many of his descendants live in the town and vicinity. His youngest daughter is the wife of Hon. Edwin C. Burleigh, the present Governor of Maine.

Nathaniel Goodhue came to Linneus about 1835 and took the lot on which J. D. Gove now lives. Mr. Daniel Cookson had made a small clearing on this lot before Mr. Goodhue bought it. Stephen B. Pattee married a daughter of Mr. Goodhue and lived with him in 1837. He afterward moved to Fort Fairfield, where he was engaged in business for many years.

Other early settlers, though somewhat later than those mentioned above, were Joshua Merrill, who settled west of the Military road on the lot now a part of the David Tozier farm, and Henry Taylor, who lived on a lot adjoining the Byrom farm and sold to Jackson Carson, who lived on the farm until two years ago, when he moved to the West. Col. Thomas Nickerson settled about 1843, on a farm a mile west of the Military road. Col. Benj. Rackliff had made a clearing on this lot and sold to Col. Nickerson who made a large farm and lived here for many years. He was a prominent citizen of the town, and had a large family. His son, E. S. F. Nickerson, settled on what is now the Tozier farm, where he cleared up a large farm upon which he lived for many years and then moved to Houlton. He has since engaged in starch manufacture in Minnesota and is now living in California. After Col. Nickerson's death his son, Frank C. Nickerson, took the farm and carried it on until 1881, when he sold it to Mr. B. F. Bliss and moved to Houlton. He was Deputy Collector of Customs for a number of years and afterwards engaged in trade. He is now living in Minnesota.

David Byrom was an early settler in the west part of the town. He made a fine farm two miles west from the Corner, upon which he lived until his death some six years ago. His

son, George Byrom, now occupies the farm. Wallace Fenlason settled about 1845 about a mile west from Mr. Burleigh's and has lived there ever since. Mr. Daniel Howard came to Linneus in 1845 and bought of Jeremiah Trueworthy the farm on which he lived for many years and where he died in 1863. Mr. Howard made the first clearing in Letter A. Plantation, on the lot where the Letter A. House now stands. He improved the farm in Linneus and built a large house in which he kept hotel until his death. His son, William H. Howard, succeeded him and continued to keep the hotel and carry on the farm, though he has recently discontinued the hotel business. Mr. W. H. Howard has improved the farm and built a large barn and stable and has now one of the best farms in the town. Among the earlier settlers is Mr. James Ruth, who came from Ireland and settled in Linneus in 1835. He first took the lot where John Thompson now lives, near the south line of the town, but soon moved to the lot two miles farther north, where he now lives. This farm he cleared from the forest and made a comfortable home. He is now somewhat out of health and his son, Samuel S. Ruth, carries on the farm. Daniel McMullen also came from Ireland about the same time and settled on a lot a little more than a mile south of the corner, where he cleared up a good farm. He died in 1879 and his son, John H. McMullen, now occupies the farm. Mr. Jesse Blunt was for many years one of the active citizens of Linneus. He settled on a lot a short distance south of the Corner, on the west side of the road and was engaged in lumbering quite extensively. He moved to Wisconsin some twelve years ago and died there. Mr. Willis H. Bither now lives on this farm and is the present town clerk of Linneus. Alexander Gamble and Isaac Cochran were also early settlers, both coming from Ireland and making good farms on the Military road. Mr. John S. Taylor moved to Linneus in 1842 and took a lot some three miles west of the Corner. Here he made a farm, upon which he lived until his death in 1865. His son, John Taylor, lived on the homestead until he was of age and in 1853 bought the farm some two miles or less north of the Corner, where he now resides. He was one of the selectmen of Linneus for eleven years and collector of taxes for thirteen years. Opposite Mr. Taylor, lives Capt. Nathaniel Young. Capt. Young moved from Dover in 1842 and first settled on a lot about a mile west of the Corner. He afterward made farms in different portions of the town and some twenty years ago bought the lot opposite Mr. Taylor's and built a neat set of buildings, where

he now lives with his son. The venerable Captain is now in his 99th year, but is hale and strong and still walks about among his neighbors. He is a pensioner of the War of 1812. Near Capt. Young's is the comfortable home of Mr. Wm. D. Bither, one of the oldest living residents of the town. Mr. Bither had four sons in the Union Army and is a patriotic citizen. His son, Mr. Charles O. Bither, has a handsome residence nearby. He is one of the active citizens of the town and two years ago represented his class in the State Legislature. Mr. John H. Clough was for many years a resident of Linneus. He was engaged in the construction of the Military road and afterwards settled in Linneus in the west part of the town. He is now an old man and lives with a son in the village of Houlton.

Mr. Africa Buck, an early settler, took a lot west of Benj. Bither's, where he made a farm and lived upon it until his death some twenty five years ago. Mr. John Hutchinson settled on the east side of the Military road something over a mile north of the Corner. His farm comprised the farms now owned by John Taylor, Frank Hutchinson, John Stewart, Wm. D. Bither and Chas. O. Bither. Mr. Hutchinson lived on this farm some twenty years and removed to Oakfield.

Mr. John C. Carpenter came from Corinna in 1841 and settled in Haynesville. In 1848 he removed to Linneus and took a lot some distance west of the Military road, where he made a farm upon which he lived until 1869, when he removed to Houlton, where he now resides. Mr. Carpenter was a member of the Board of County Commissioners in 1873.

NEW LIMERICK

The township lying immediately west of the town of Houlton now comprises two incorporated towns, the north half of the township having been incorporated in 1864, as the town of Ludlow, and the south half dating back as a town to 1837, when it was incorporated as the town of New Limerick. This latter half township was granted by the Massachusetts Legislature to the trustees of Phillips Limerick Academy sometime previous to the year 1810.

The first settler upon the territory now included in the town of New Limerick was Mr. Samuel Morrison. Mr. Morri-

son was born in the town of Wells, in York County, and at the time of the Revolutionary War was old enough to serve as a soldier. He served through the campaign against Burgoyne and was present at the surrender at Saratoga. At the conclusion of the war he settled in the town of New Limerick in the District of Maine, in which town people from Massachusetts commenced to settle as early as 1775. Here he resided for many years and accumulated some considerable property. After the grant by the Massachusetts Legislature of the half township of land in aid of Limerick Academy, Mr. Morrison purchased of the trustees several lots in the grant. The half township was located and surveyed by Major James Irish and was laid off in six parallel ranges running from east to west, each range being one half mile in width. These ranges were lettered A. B. C. D. E. F. beginning at the northeast of the grant and lettering south on the east line. The lot lines were then run from north to south, dividing each range into twelve lots, thus making in the grant seventy two lots, each one half mile square and containing 160 acres.

The first deed to Samuel Morrison was made in 1810 and was given by "Wm. Swasey of Limerick, County of York and Commonwealth of Massachusetts, physician, in the capacity of secretary for and in behalf of the trustees." The deed declares that "In consideration of \$480 to said trustees paid by Samuel Morrison of Limerick, in the county and state aforesaid, husbandmen * * * do hereby sell and convey unto the said Samuel three lots of land situated in the County of Washington, between the Schoodock waters and the River St. John, being lot No. 1 in F Range, No. 2 in A Range, and No. 7 in E Range, containing 480 acres, more or less, as laid down on the plan of sale."

In 1817 Mr. Morrison started with his family on their long journey through the forest to their new home in the wilderness of northeastern Maine. They came with their own teams, bringing with them a sufficient supply of provisions to last until a crop could be raised. The family arrived in Houlton in the fall of 1817. Houlton was then in its infancy as a settlement, and contained but few families, with small clearings in the forest. The Morrison family remained for a time in Houlton, until a small clearing was made upon the lot in the extreme southeast corner of the town next to the Houlton line, being the lot described in the original deed as lot No. 1, Range F. Mr. Morrison afterwards acquired the lot adjoining this, being lot No. 1, Range E, and upon this lot he built the large square two-story house, which is

still standing on the road running from the Military road to the Shaw Tannery in New Limerick, the farm being now owned and occupied by Mr. Britton. Isaiah Morrison afterwards settled upon Lot No. 7 Range E, now occupied by Mr. Hatfield. Samuel Morrison afterwards purchased three more lots in the half township and these lots, viz: Nos. 4, R. E., 4, R. F. and 3, R. F., containing four hundred and eighty acres, were conveyed to him by Wm. Swasey for \$480, the deed being dated Jan. 31, 1818. The Morrisons remained in New Limerick for a number of years and then removed to Linneus, where the descendants of Samuel Morrison still reside.

In 1820 True Bradbury and Christopher C. Bradbury of Limerick purchased a large tract of land in the Limerick Academy grant and True Bradbury soon afterwards came to the grant and built a mill on the Meduxnekeag Stream. His brother, Christopher, went at the same time to New Brunswick, where he was for a number of years engaged in the business of wool carding. The Bradburys did not move to New Limerick with their families until 1828, when True Bradbury established his home on the lot now occupied by Stephen Hunter, near where the road from the tannery intersects with the "County Road," so called. The large barn built by Mr. Bradbury is still standing. Christopher C. Bradbury took the lot immediately west of his, now occupied by Edward Hannigan. He lived there for eight years and in 1836 removed to Hodgdon. Mr. Jabez Bradbury, a cousin of True and Christopher, settled on the lot north of Christopher, which lot is now occupied by C. C. Bradbury, a grandson of True Bradbury. Jabez Bradbury was engaged in building a mill in Hodgdon as early as 1829, but retained his residence in New Limerick for a number of years after that time.

True Bradbury remained in New Limerick and engaged in farming and lumbering until his death in 1844. His son, Thomas M. Bradbury, then came into possession of the estate and carried on the farm and mill until 1861, when he removed to Houlton, where he is now engaged in trade.

Another of the early settlers who was for many years a resident of the town and was well known throughout the County, was Capt. Moses Drew, who came from Limerick to the Academy grant in 1820. He first settled near where Mr. George Smith now lives, where he made a clearing, built a house and barn and lived for a number of years. He afterwards took the lot immediately south of Christopher C. Bradbury, now occu-

pied by Rufus Piper. Here he lived upon this farm until the fall of 1844, when he purchased the lot at the foot of Drew's lake, where he continued to reside until his death in 1877. Mr. Jonathan Hayes had made a small clearing near the lake where the pine grove now stands and there was an old dam at the foot of the lake built for driving purposes. Capt. Drew built a mill at the foot of the lake and also cleared up a farm and built a good set of buildings. He was also for many years engaged in lime burning, the rock being procured in the adjoining town of Linneus. In 1861 he built the mill which is now standing. After the opening of the road from Houlton Drew's lake was for many years a pleasure resort and Capt. Drew kept a house of entertainment and also kept boats for the use of fishing parties. This was before the passage of the Maine law and pond water was by no means the only liquid required by the fishing parties of those days. Capt. Drew was a man of large physique, of a most kindly disposition and an inveterate joker. His son, Moses Drew, now carries on the farm and mill. He has built a new dam and enlarged the mill and in place of the old up-and-down saw, now has a rotary, planer, clapboard machine, lath machine and machine for planing and fitting clapboards. The mill is nine miles from Houlton and the lumber is hauled to Houlton station for shipment.

The town of New Limerick was organized April 15, 1837. There were present at the organization, True Bradbury, his sons, Ebenezer C., Aaron N., Moses and Cyrus K., Hall J. Bradbury, son of Ebenezer C., John Dow, Moses Drew, Lemuel Drew, father of Moses, Royal B. Colbroth, John Felch, Joseph Goodenow, Oliver Gould, Jonathan Hayes, Samuel Morrison, Samuel Morrison, Jr., Stephen Randall, Joseph Stimson, Charles Spooner, Moses Philpot, Ira Webber and Ivory Webber. From the valuation list of that year we find that there were 23 resident taxpayers and 59 scholars. There were in the town in 1837, 119 acres of mowing land, 67 acres of pasturing, and 11 acres of tillage. The tillage land was valued at \$6.00 per acre and wild land at \$1.00. There were 15 horses in the town valued at \$30 each; 14 oxen at \$20 each; 28 cows at \$15 each; 7 head of young cattle and 28 swine valued at \$3 each. True Bradbury was the heaviest taxpayer. His entire valuation, including one mill valued \$10, and 1300 acres of wild land at \$1.00 per acre, was \$1426, and his tax was \$12.27.

Of those who were present at the organization of the town we have already spoken of the Morrisons, the Bradburys and the

Drews. Most of the others we have been able to trace. John Dow was a Maine man, a ship carpenter by trade, and went to New Brunswick about 1830 to work at that business. He came to New Limerick in 1836 and bought the farms of Christopher C. and Jabez Bradbury. Mr. Dow resided upon the first named farm until his death in 1852. His son, Absolom S. Dow, has been town clerk of New Limerick for many years. He resides on a small farm not far from Drew's Lake. Royal B. Colbroth came from Limerick soon after the Morrisons. He married Samuel Morrison's daughter, Mehitabel, and settled on the lot adjoining the Morrisons near the New Limerick lake. The farm is now occupied by Hiram Nickerson. Mr. Colbroth afterwards moved to Ludlow and died there. John Felch came from Limerick and settled on what is now known as the Mullen farm. Mr. Felch cleared up the farm and was for many years a prominent citizen of the town. He removed to Minnesota in 1856. Joseph Goodenow was an adopted son of Aaron Putnam, one of the pioneers of the town of Houlton, and was living in Houlton when the Morrisons arrived there in 1817. He soon after married Miss Dolly Morrison and removed to New Limerick, where he afterwards died. Oliver Gould came from Berwick. He is taxed in 1843 with lot 9, Range D, which is the lot next east of the Rufus Piper farm, and part of lots 9 and 10 Range E, north of Drew's Lake. Mr. Gould was the first town treasurer of New Limerick. Jonathan Hayes came from Limerick and made the first clearing on the Moses Drew lot at the foot of Drew's Lake. Stephen Randall came from Limerick and settled on the lot next north of the Drew farm. He cleared up the farm and lived on it until his death some ten years ago. Charles Spooner came from Limerick and settled on a part of the lot upon which the tannery is now situated. Mr. Spooner married a daughter of Samuel Morrison. He was the first collector of taxes in the town. Simeon Lougee was one of the early settlers and made a farm east of the tannery lot upon which his son now resides. In 1841 Ephraim Nickerson and Benjamin F. Nickerson of China came to New Limerick and bought the Morrison farms. Benj. F. Nickerson afterwards purchased considerable land in different portions of the town and was a prominent citizen. Daniel Cookson, James Meservy and Daniel James came about 1840, and James Monahan and Patrick Fleming in 1845.

The early settlers of New Limerick, like the pioneers of the Houlton settlement, whose nearest neighbor they were,

were subjected to many hardships and privations in their struggles to make for themselves homes in this then remote forest region. There were no roads passable by carriages and many of the settlers were obliged to carry grain on their backs to mill and bring back flour to make bread for their families. The first road opened into the town was the road now leading by the tannery. This road was cut out soon after the settlers commenced to come upon the town, but was ~~not~~ passable for carriages until long afterwards. In 1840 the "new county road" so called, was opened. This road runs entirely across the town from east to west on the line between Ranges B and C, and now forms a part of the mail route from Houlton to Patten. The establishment of the tannery at New Limerick has resulted in building up quite a little village in the vicinity of that enterprise and has added much to the business of the town and to its valuation.

In the spring of 1875 Messrs. C. and W. I. Shaw of Dexter purchased the lot upon which the tannery now stands, comprising 160 acres, and also 3000 acres of hemlock timberland in the adjoining town of Linneus. The south branch of the Meduxnekeag Stream runs through the tannery lot and the Messrs. Shaw first commenced the construction of a saw mill in which to manufacture the lumber for the extensive buildings of the plant. They erected the tannery buildings the same year.

The road from Houlton to the tannery runs near New Limerick Lake, or Nickerson Lake, as it is now called. This is a beautiful little sheet of water some two miles or more in length and perhaps a fourth of a mile wide. On the north side of the lake the ground slopes gradually from the road to the lakeside, while on the south it rises in an abrupt wooded bluff to a considerable height, adding much to the beauty of the landscape. This little lake furnishes a pleasant summer resort for the citizens of Houlton and many fine cottages have been erected on its shores.

New Limerick is exceptionally well watered and there are pretty little lakes and swift flowing streams in nearly every portion of the town. Drew's Lake, a handsome sheet of water some four miles long and two miles wide, lies partly in the southwest portion of New Limerick and partly in the town of Linneus. From this lake flows a branch of the Meduxnekeag River, which after running southward a short distance into Linneus, turns again northward and re-enters New Limerick about midway of the south line flowing up by the tannery and then

turning to the east and flowing on to Houlton and beyond. In the northwest corner of the town is Cochrane's Lake, the outlet of which runs into Bradbury's Lake, a short distance farther to the east, and from the latter lake a considerable stream flows in a southeasterly direction, uniting with the Meduxnekeag branch a short distance from the tannery.

SMYRNA

The town of Smyrna was originally Township No. 6, in the third range of townships west from the east line of the State. It is bounded on the north by Township No. 7, R. 3, on the east by the southern part of Letter B, R. 2, town of Ludlow and the northern part of New Limerick, on the south by Oakfield, and on the west by Merrill Plantation.

The surface of the town in the southern portion is considerably broken, and in some places high wooded ridges or bluffs rise to a commanding height and can be seen from all the surrounding towns.

Leaving the village of Houlton near the residence of Col. B. H. Putnam, the stage road runs in a westerly direction across the western portion of the town of Houlton, cutting through the "horseback" and passing some very handsome farms in that town. It then continues due west for about two thirds of the distance across New Limerick, when it turns to the northwest and skirting the foot of Cochrane's Lake, near Titcomb's mill, leaves New Limerick at the extreme northwest corner of that town and enters Smyrna about half a mile north of the southern line of the town. The road continues across Smyrna in a general westerly course, when it turns to the south and runs in a south and southwesterly course across the plantation of Dyer Brook to Island Falls.

The first settler upon the town of Smyrna was Mr. Nehemiah Leavitt of Royalton, Vt. who came to the town about the year 1830. Mr. Leavitt had, previous to that time, received from the State Legislature, a grant of the township on condition that he should place 100 settlers upon the town within five years, build a saw mill and grist mill and four schoolhouses.

The East Branch of the Mattawamkeag runs in a southerly direction entirely across the town near its western line Mr.

Leavitt made his first clearing on a lot in the southwest part of the town on the bank of the East Branch. He was a minister of the Methodist denomination and induced a number of settlers of that faith to come and make homes upon the new township. Not having the required number of settlers at the end of five years, he obtained from the State an extension of five years more in which to comply with the conditions of his grant, and near the expiration of this second term he sold his claim upon the town to Messrs. Dunn and Jefferds. Mr. Leavitt continued to live upon his farm until about 1846, when a Western fever broke out, and he, with a number of the other early settlers left for the West.

About 1841, Dunn and Jefferds built a sawmill on the east side of East Branch, in which there was an up-and-down saw and one run of stones. The mill run for a number of years, but after the building of Cary's mill at Houlton it was abandoned and allowed to decay.

Among the early settlers of the town we have been able to trace the following: John Marley came from England to Boston, and in 1831 moved to Smyrna and settled on the lot where his son, B. T. Marley, now lives. He cleared up the farm and lived on it until his death twenty years ago.

Willard Corliss came from Lubec in 1833 and settled on a lot next to the east line of the town. He cleared his farm and lived on it until twelve years ago, when he moved to Wade Plantation, near Washburn. He has been a hunter and trapper in this region for many years. Elias Blodgett came from the western part of the State and settled on the lot where Charles Adams now lives. He afterward took the lot where John Rosie now lives. He married a daughter of Nehemiah Leavitt and left for the West with him. Franklin Blodgett, brother of Elias, settled on a lot south of the Marley farm now on the Oakfield road. He also removed to the West. Thomas Adams came from Michichi and settled near the east line of the town. He afterward moved to Linneus, where he lived for many years. Samuel Drew came from Limerick in 1820 and settled in New Limerick, where he lived until 1835, when he moved to Smyrna and settled on a lot near the east line of the town. Mr. Drew was a brother of Capt. Moses Drew of New Limerick and was a local preacher of the Free Baptist denomination. He lived in Smyrna until 1866, when he removed to Dyer Brook, where he died some four years later. His son, Moses Drew, bought half the lot south of his father's, where he cleared a farm and built

a set of buildings. He lived upon this farm until 1874, when he bought the lot upon which the Yerxa Hotel now stands. He kept hotel here for twelve years and then bought a lot near the East Branch, where he made a clearing and built the large hotel which he has since kept. Mr. Drew's wife was a daughter of John Marley, and was the first child born in the town of Smyrna. Johnson Frost came from Norway, Oxford County, and settled near the east line of the town. He lived here a number of years and then returned to Oxford County. Thomas Hassett came from Ireland and settled upon the lot upon a part of which the Baptist meeting house now stands. He cleared a large farm upon which he lived until his death, some seven years ago. Alexander Herrick came from Norridgewock and settled on a lot on what is now the Oakfield road. He left the town many years ago. William Irish came from Buckfield, in Oxford County, and settled on the lot where Mr. John Rosie now lives. He cleared a large farm and lived upon it until about 1850, when he removed to Sherman. He afterwards went to the West, where he died a number of years ago. Mr. Irish was a man of considerable ability and force of character. He was for many years a prominent citizen, was a representative to the Legislature and was afterwards a senator from Aroostook County.

Enos Leavitt was a nephew of Nehemiah Leavitt. His farm was at Smyrna Centre. He has been dead a number of years. Oramil Leavitt, a brother of Enos, had the farm where Edward Estabrook now lives. He moved to Hodgdon and afterwards to Sherman, where he died some years ago. Thomas S. Leavitt, with his father, Nehemiah Leavitt, Jr., had the farm upon which Henry McGary now lives. He was a land surveyor and in 1836 lotted the town of Smyrna and all deeds in the town refer to his survey. He also went to the West with his father.

Luther Laughton settled on the farm upon which Augustus Benn now lives. He did not remain long in the town. Michael Lyon came from Ireland and settled on a lot north of the Centre. He has been dead many years. Gideon Oakes came from Argyle and settled in the east part of the town on a part of what is now the Hemore farm. His daughter is the wife of Dr. T. S. C. Berry. He left the town about 1850. James Perkins came from Parsonsfield and settled on the lot where Wm. Sewall now lives. He cleared the farm and lived upon it for many years. Jonathan Sleeper came from New Hampshire and settled near the Centre. He moved to Sherman about 1850 and



A TYPICAL FARM SCENE IN AROOSTOOK

died there. His sons, Moses, Daniel P., William T. and Jonathan, Jr., all had farms in Smyrna in 1839. William T. Sleeper became a clergyman of the Congregational denomination and was for a time settled in Sherman. He afterward removed to Caribou and for a number of years published the North Star at that place. He is now pastor of a church in Worcester, Mass. George Taylor came from New Hampshire and settled on a lot near the Mills. He cleared a farm and kept hotel for many years. He removed to the West about 1846. Mr. Charles Wiers now lives on the farm.

Sheubael C. West came from Industry and settled on a lot in the east part of the town, where he made a farm. He became insane and was removed to the asylum at Augusta. William Woods came from Rhode Island and settled on the lot now occupied by Artemas Leavitt. He did not remain long. Elijah Wiggin settled on the lot now occupied by Amos Noyes. His brother, Ephraim Wiggin, lived with him and was afterward employed in the mill. They both went West with Nehemiah Leavitt.

Thomas McGary came from Ireland and settled on the farm where I. N. Robinson now lives. He afterward took a lot near the Centre, where he cleared a large farm, upon which he lived until his death some 30 years ago. Ira Webber came from Limerick and lived on a part of what is now the Hemore farm. He soon after removed to Bangor, where he has been a house carpenter for many years. The above named are about all the settlers who were in the town at the time of its incorporation in 1839.

Mr. Osgood Pingry came from New Hampshire in 1840 and settled at Smyrna, Centre on the farm now occupied by Henry Donlley. He was elected to the Legislature in 1841. He afterward lived at Smyrna Mills, where he kept a hotel for a number of years. He was also a justice of the peace and was a prominent man in the town. Mr. Pingry afterward moved to Island Falls, where he died a number of years ago. Levi Berry moved from Wilton, Franklin County, in 1841, and took the lot upon which Mr. D. D. Hemore now lives. Samuel Dunn had made a small clearing and abandoned it. Mr. Berry cleared this farm and built the buildings now standing. In 1860 he bought of Wm. Briggs the farm upon which Wellington Yerxa now lives and remained upon this farm until his death in 1873. Mr. Berry was for many years a prominent man in the town and was largely engaged in lumbering and trading. He built the mills at

the foot of Cochran Lake now owned by F. W. Titcomb of Houlton. His son, Andrew J. Berry, was a small boy when he came with his father to Smyrna, where he has resided ever since. When he became of age he bought the farm upon which Mr. Chas. E. Lilly now lives. There was then but a small clearing on the lot. Mr. Berry cleared a large farm and built a substantial set of buildings. He sold the farm six years ago, reserving a building lot upon which he built a neat and convenient residence. He is now postmaster and does conveyancing and pension business. Mr. Peleg Berry, a son of Levi Berry, was for some years a merchant in Houlton and has now retired from business on account of ill health. Dr. T. C. S. Berry, another son, was for some years a physician in Houlton, and is now living in the West.

Mr. Franklin Ham came to Smyrna about 1856. He first traded for a time at Smyrna Mills and afterward built the East Branch House, on the west side of the river, where he kept a hotel until his death. Mr. Ham was a genial, kind hearted man and had many friends in Aroostook County. He was for some years a member of the board of County Commissioners, and died in 1871, from the effects of exposure while in performance of the duties of that office.

The northern half of the town of Smyrna is not settled and is still in its wilderness state. For many years the town of Smyrna was in an unfortunate condition financially and this fact gave it rather an unhealthy reputation. It is now, however virtually out of debt and the tax is but seventeen mills on the dollar. We predict that with the opening of the railroad Smyrna will take good rank both as an agricultural and as a manufacturing town.

ASHLAND

The town of Ashland, formerly Number Eleven, Range Five, lies due west from the town of Presque Isle, with two ranges of townships between. The stage road from Presque Isle to Ashland follows the curve of the Aroostook River and runs through the northern portion of the towns of Mapleton and Castle Hill, and thence in a southwesterly direction across the corner of Sheridan Plantation to Ashland village. Though quite

hilly, this road extends through a fertile region for a large portion of the way, and in many places the landscape scenery is grand and beautiful. Through Sheridan Plantation not much improvement has been made in the way of making farms, the settlers along the road through this township being principally French, and the buildings and surroundings being of rather a primitive character.

Ashland has for many years been the headquarters of the vast lumbering business of the upper Aroostook, and has played a most important part in the business history of the county. Its prominence as a lumbering centre, and the opportunities afforded for engaging in that business, have had a tendency to retard its development as an agricultural town, though it is possessed of a fertile soil and is naturally an excellent farming town. Much more attention is now being paid to agriculture, and the resources of the town in that direction are being more fully developed each year. The soil along the Aroostook River in this town is as fertile as any in the county, and there are beautiful intervale tracts upon which large crops of hay and grain are produced. The old stage route from Patten to Fort Kent runs through the western portion of the town, and it is along this road and in the vicinity of the Aroostook River that the settled portion of the town is found. Almost the entire eastern half of the town is still covered with forest, much of it being timberland, but a large portion being suitable for farming purposes.

The first settler upon the town was William Dalton, who came to the Aroostook River some time about 1830 and settled near the bank of the river upon the lot now included in the beautiful estate of the Dunn Bros. on the west side of the Aroostook, below the mouth of Big Machias. The ruins of the timber house built by this pioneer settler of Ashland are still standing and form an object of interest to the citizens of the town. Dalton remained upon the lot until about 1844, when he sold his improvements to Elbridge G. Dunn and John S. Gilman. This lot is numbered "55" upon the town survey and no mention is made of it in the report of the Commissioners who visited the Aroostook in 1844 to inquire into the claims of settlers under the treaty of 1842. In their report made Dec. 25, 1844, the Commissioners recognize the title of Solomon Soule to Lot No. 15, of Thomas J. Page to Lot No. 17, of John S. Gilman and Elbridge G. Dunn to Lot No. 19, and of Benjamin Howe to Lot No. 44, as "purchasers from the State of Lots improved

before August 9, 1836. No mention whatever is made of Lot No. 55. In the report of the second Commission, made March 6, 1855, the four lots mentioned above were granted as follows: Lot No. 15 to George W. Smith; No. 17 to Josiah H. Blake; No. 19 to John S. Gilman; No. 44 to Benjamin Howe, and in the same report Lot No. 55, containing 184.30 acres is granted to Elbridge G. Dunn.

Not many years after Dalton came to the town Thomas Neal settled on the lot above the mouth of the Big Machias, afterward the homestead of John S. Gilman, and Benjamin Howe settled a few miles farther up the river near the foot of Bols-tridge's Island. In 1838 a company consisting of George W. Buckmore of Ellsworth, William D. Parsons of Eastbrook, James McCaron of New Brunswick, and others, was formed for the purpose of building a mill near the mouth of the Big Machias River. In that year a dam was built across that river some half a mile above its junction with the Aroostook. In the spring of 1839 a high freshet carried the dam away, and in September of the same year a new dam was built and a mill erected. This mill contained an up-and-down saw and also a run of stones and bolt. After a year or two James McCaron bought the mill of the company and after running it some three years sold it to E. G. Dunn and John S. Gilman, who a few years afterwards sold to Fish and True. They operated a few years and sold the mill to J. A. Flint and Ira D. Fish, who continued in possession some six or seven years, when Mr. Flint became sole proprietor and a few years later sold to C. W. Clayton, the present owner. The mill formed the nucleus of a little settlement here in the wilderness. Quite a number of those who came to work upon it remained, and others were attracted to the town for farming purposes. Luther Butler, one of the oldest living residents of the town, came from Eastbrook, Hancock County, in 1838. After working upon the mill until its completion, Mr. Butler and Mr. Septimus B. Bearce, who came to the town in the spring of 1839, bought of George W. Buckmore the lot upon the east side of the Aroostook River where Mr. Bearce now lives.

In 1840 Mr. Solomon Brown came from the town of Greene and made a clearing on the lot next north of Bearce and Butler and a short time afterward Mr. Butler bought his improvement and went to work to clear up a farm, which he still owns.

Jabez Dorman and Elbridge Wakefield came in 1838 and worked upon the dam and mill. Mr. Wakefield afterward took

up the lot where A. T. Mooers, Esq., now lives, and made the first clearing on this lot. He afterward sold his improvement to Sinclair, Jewett and March, a firm of lumber operators who cleared up a large part of the lot. Mr. Dorman took the lot next south of the Wakefield lot, where he cleared up a farm upon which he continued to reside until his death, which occurred a few years since.

Micajah Dudley of China came in the fall of 1838 and felled some trees on the lot where R. G. Kalloch now lives. He did not remain, however, and in the spring of 1839 Mr. Kalloch, also from China, bought Dudley's improvement and moved in upon the lot. There was then no road to the town, the Aroostook road at that time being built no farther than Masardis. Mr. Kalloch came with his family by team from Bangor to Masardis, where he made a raft of boards upon which they floated down the Aroostook River to their new home. Mr. Kalloch has been an active citizen of the town ever since, and in 1842 represented the district in the State Legislature. He died in 1891.

In the fall of 1839, the road was cut through from Masardis to Ashland but was not made passable for carriages until some years later. Not long afterward the road was cut through to Presque Isle and was then called the Fairbanks road, as Fairbanks' mill was about all there was of Presque Isle at that time.

In 1839, Solomon Soule came in and cleared up the land where Orcutt's hotel now stands, and built a house and commenced keeping a hotel. A large lumber business was at that time done in the vicinity and the hotel had a good patronage. Mr. Soule afterwards sold the hotel to Mr. George W. Smith, who kept it until his death. His widow continued the business for a number of years and then rented the house to Daniel W. Orcutt, and a few years later to Samuel Jewett. Mrs. Smith afterwards carried on the house herself for a year or two and then sold it to Mr. D. O. Orcutt, the present proprietor.

Mr. D. G. Cook came to Ashland in 1839 and made a clearing on the Winslow place a short distance south of Mr. Kalloch's. The next year he moved to the corner of the Presque Isle road and took up the lot on the north side of the road opposite the lot now occupied by A. T. Moores. Here Mr. Cook made a clearing and built a frame house in which he kept public house for a number of years. The first deed of this lot was given to Mr. Cook in accordance with the recommendation of the Com-

missioners in their report in 1855. In 1858 Mr. Cook sold the property to Stephen P. Hews, and removed to Presque Isle and settled on the Whitcomb farm, a short distance south of Presque Isle village on the Houlton road. Mr. Cook was for many years a prominent citizen of Presque Isle, where he held the office of Trial Justice until his death, which occurred a few years since.

In 1840 Mr. Grindall Coffin settled on the lot where Dearborn Bearce now lives, and Mr. Joseph Walker on the lot where Leonard Ellis now lives. It appears by the report of the Commissioners that the north half of lots No. Seven and Ten, lying on opposite sides of the road, was granted to Joseph Walker, and the south half of the same lots to Josiah H. and Leonard H. Ellis. Benjamin Hawes and his brother, Orric Hawes came from Vassalboro about 1840 and took up a lot on the Presque Isle road about a mile and a half from the corner. Orric Hawes remained but a short time and returned to Kennebec County. Benjamin Hawes was for many years engaged in farming and lumbering and was a prominent citizen of Aroostook County. He was sheriff of the county at one time and also served as a member of the Board of County Commissioners. Upon the breaking out of the war he entered the service as Major of the 15th Regiment and soon after the close of the war removed to Kansas, where he died a few years since. Mr. Joseph Brackett was another of the early settlers of the town. He came about the year 1840 and settled near the mill.

Soon after this Mr. Elbridge G. Dunn and Mr. John S. Gilman, both from Mt. Vernon, came to Ashland and engaged in lumbering and farming. Mr. Dunn afterwards settled upon the Dalton farm on the east side of the Aroostook River, where he made a very fine farm and built a handsome residence, which his son, E. G. Dunn, Jr., now occupies. Mr. Dunn became wealthy in the business of lumbering and the purchase of timber lands, and in 1870 removed to St. John, where he has since been extensively engaged in the manufacture of lumber. Mr. John S. Gilman was for some years engaged in the lumber business with Mr. Dunn and afterwards with Mr. Hiram Brackett. In 1843 he bought the lot opposite the mouth of Big Machias Stream, where he cleared up a large farm, building his farm buildings near the bank of the Aroostook River. Here he continued to reside until his death, and his widow still lives on the old place with her daughter and son-in-law, Mr. Charles E. Clark.

Mr. A. T. Mooers came from Vassalboro in the fall of 1842.

Mr. Mooers brought with him a stock of boots and shoes and commenced trading in a building on Bearce's Flat. He afterwards moved the store to a corner of the Presque Isle road and sold it to J. Sinclair & Co., a firm doing a large business, and went into their employ as a clerk. After a few years he formed a co-partnership with Messrs. Jewett & March under the firm name of A. T. Mooers & Co., which continued for ten years. In the meantime he bought the farm where he now resides and in 1863 built a large store with a hall overhead on the corner of the Presque Isle road. Here he continued to trade until the store was burned in August, 1890. Mr. Mooers has long been very much interested in fruit raising and has done much for its encouragement in his vicinity. He is the originator of the Mooers' Arctic Plum, which has proved to be a most valuable plum. The Arctic is a seedling from a plum which Mr. Mooers bought in Quincy Market, Boston. After raising a number of the trees, and proving the excellence of the fruit, he sold the trees to Mr. Sharp of Woodstock, who has since propagated them quite extensively. Mr. Mooers was appointed postmaster of Ashland in 1845, and held the office until after the Cleveland administration came into power.

Isaac Hacker came to Ashland from the town of China, in 1843, and built a store near the saw mill, and a few years later built the store on the corner of the Presque Isle road, where W. P. Bridgham now trades. Mr. Hacker built a mill on the Big Machias Stream, in what is now the plantation of Garfield, adjoining Ashland. This mill contained an up-and-down saw and a clapboard machine. He afterwards sold the mill to Parker and Abner Weeks, who run it for a number of years, when it was burned and has never been rebuilt. Mr. Hacker also built a mill in 1844, at the mouth of the Little Machias Stream in Ashland. This was a grist mill, and also contained a clapboard and shingle machine. After running a few years, Mr. Hacker sold this mill to Mr. Charles Stewart, who put in an up-and-down saw and operated the mill for a number of years, when it returned to Mr. Hacker's possession. It then passed through a number of hands, and was finally purchased by Mr. J. A. Flint, the present proprietor. David Dudley was for some time engaged in business with Mr. Hacker in those early years, and was the first postmaster at Ashland.

Mr. J. A. Flint came from Bridgton in 1844 and worked for Isaac Hacker upon the mill at the mouth of the Little Machias. The road from Ashland to Fort Kent was cut through in the fall

and winter of 1839, but was hardly passable for teams until about this time. This road as first travelled extended up the east bank of the Aroostook River, by the Butler and Coffin lots, and a ferry was maintained across the river below the mouth of Little Machias. In 1846, the bridge was built across the Aroostook and the ferry was then discontinued, the route to Fort Kent now crossing on this bridge and continuing up the west side of the river, crossing the Little Machias near the mill, where another bridge was built.

In 1844 Mr. Calvin P. Bartlett came from Mt. Vernon and settled on the west bank of the Aroostook River a short distance above the mouth of Little Machias. Mr. Bartlett was formerly engaged in lumbering and now has a very fine farm and has paid much attention to raising good horses. He has now some very fine colts in his stables and pasture.

Josiah Blake came from Farmington and bought the Thos. J. Page lot about half a mile south of the village on the Masardis road. This farm is now occupied by Mr. Silas S. Gilman and is one of the finest in the town. Rev. M. R. Keep came to Ashland in 1846. Mr. Keep was born in Swanton, Vt., and was brought up by relatives in Canada. He entered Middlebury College, Vt., and afterwards became a student at the Bangor Theological Seminary, where he graduated in 1846 and immediately started out as a missionary to the wilds of northern Maine. For many years he travelled on foot through these forests, preaching at the little settlements, extending his journeys away through the woods to Fort Kent and to the settlements at St. Francis and farther up the St. John. Mr. Keep is a man of marked characteristics and of many eccentricities. He has lived in close communion with Nature and cares little for the conventionalities of society. His work has been done mainly among those who had little to give him in recompense and his incentive has been a desire to do good and to carry the consolations of religion to those who were unable to purchase them. He will die poor in this world's goods, but rich in the possession of the affection of the many who have been aided by his kindly counsels and tender ministrations in time of trouble.

Mr. Peter Dunn came to Ashland about 1849 and was for a time engaged in the lumber business with his brother, Mr. E. G. Dunn. He afterwards operated on his own account and became a large owner of timberlands. About 1860 he bought a fine farm on the west side of the Aroostook River, which he very much improved and where he built a fine stand of buildings. Mr. Dunn studied law in his younger days and prac-

ticed to some extent. He represented his district at one time in the State Legislature and was for many years a prominent citizen of Aroostook. His death occurred at Ashland in the summer of 1889.

Mr. D. N. Rogers was formerly a prominent business man at Ashland. He came to the town about 1851 as clerk for Isaac Hacker. He afterwards bought the business and continued in trade until his death, about the year 1872. His widow continued the business for a time, and then sold to Mr. C. W. Clayton. Mr. Clayton has been engaged in the lumber business in Aroostook for many years, having formerly lived at Masardis. He came to Ashland in 1870, and bought the mills on the Big Machias Stream. Here he has done a large business in connection with his son, the firm being C. F. Clayton & Co. In 1878 they built a starch factory near their mill at Ashland, and in 1883 they built another on the Squa Pan Stream in Masardis. In 1886 they built the steam shingle mill at Ashland. Their saw mill contains a rotary, clapboard machine, planer, lath machine and barrel machinery. They saw about 500,000 feet of long lumber yearly for the local market. They also manufacture 200,000 clapboards yearly, the shipping qualities being hauled to Presque Isle and sent by rail to Boston. Here also are made all the barrels used at their two starch factories. In their shingle mill they manufacture in some years as many as three million shingles, the first qualities being shipped by way of Presque Isle to Boston. The firm has operations in the woods every winter, cutting lumber to supply the mills. Mr. Clayton is also largely engaged in farming, having a large farm in the adjoining town of Garfield.

Mr. E. R. McKay came to Ashland in 1852 and has been in the employ of the Dunns ever since. He carried on their large farm for thirteen years and scaled in the woods during the winter season. He has been chairman of the board of selectmen for many years. Mr. McKay built the large two-story building on the corner opposite the hotel and uses the upper story for a residence. The lower story is occupied as a lumber supply store by Dunn Bros. This firm is largely engaged in lumbering and cut from eight to twelve millions yearly on Aroostook waters. Mr. George B. Dunn, the senior member of the firm, occupied the homestead for some time after his father moved to St. John. He afterwards bought the handsome residence of Hon. L. Powers in Houlton, where he has since lived. Mr. E. G. Dunn, Jr., is now the occupant of the estate and is making

extensive improvements upon the farm and buildings. He represented his district in the Legislature of 1891.

As we approach the town of Ashland from Presque Isle we first come to the large farm of Mr. Hazen Walker, situated upon a beautiful ridge of land and consisting of a succession of fine smooth fields extending away back to the forest growth.

After a careful examination of the town and its agricultural capabilities, we do not hesitate to say that were the same general attention paid to farming as in towns not so largely engaged in the lumbering interest, Ashland would be one of the best farming towns in the county. The town was incorporated under the name of Ashland in 1862. In 1869 the name was changed to Dalton, in honor of its pioneer settler, but in 1876 it was changed back again to its original name. The population of the town by the census of 1890 was 568, and the valuation was \$136,433. The survey of the branch of the Bangor & Aroostook Railroad has been completed to Ashland, and when this road is constructed it will largely increase the business of the town and increase the population.

HAYNESVILLE

About twenty-five miles southwest of Houlton, on the old Military road, is the village of Haynesville, situated near the "Forks" of the Mattawamkeag, or the point where the east and west branches of that river unite and form the main Mattawamkeag River which flows in a southwesterly direction and empties into the Penobscot at Mattawamkeag Point. The establishment of the military post at Houlton in 1828 and the consequent transportation of large quantities of supplies for the garrison at Hancock barracks attracted settlers to the line of the route over which these stores were carried. The Forks, or as it was spoken of by Major Clark, the officer in command at Houlton, "the crotch of the Mattawamkeag," was an important point upon the route from the beginning of these operations and the handling of large quantities of supplies at times brought quite a number of men to this point. It is pretty well settled that the first permanent settler in what is now the town of Haynesville was Mr. William Wilson who came from Somerset County in 1828 and settled a short distance east of the forks. His father, Mr. Jona-

than Wilson, came soon after and together they took up the land now included in the farms of Mr. Wm. F. Wilson, Mr. H. G. Tuck and Mr. Charles Irish. They cleared a farm and built the house in which Mr. Wm. F. Wilson now lives. Jonathan Willson died many years ago, and his son, William Wilson, continued to live upon the farm until his death in 1882.

Immediately upon settling at the Forks the Wilsons opened a house of entertainment, or a stopping place for those whose business called them to this wilderness region. It was probably a very primitive style of hotel, but was without doubt the first public house opened at the Forks. No road had at that time been built in all this region, and the work of forwarding supplies to the garrison was one of much difficulty. Work was at once commenced with the view of cutting a road through to Houlton and was at first carried on by the soldiers. This finally resulted in the construction of the Military road, which was completed in the winter of 1832.

The opening of this road induced other settlers to establish themselves along its line and to engage in farming and in supplying the wants of those whom this new enterprise attracted thither. Mr. Albion Haynes was one of the earliest settlers who came to the Forks, and for him the town was afterwards named. Mr. Haynes settled a short distance below the Forks, near where the Pollard store now stands, and here he kept a hotel for a number of years. Mr. Asa Smith afterwards kept the hotel, but subsequently moved to Mattawamkeag. In 1832 Messrs Hall and Leighton built a hotel on the hill about two miles below the Forks. They afterwards built a hotel near where the Military road crosses the Mattawamkeag river, on the lot where Mr. Wm. H. Chambers now lives. About the year 1840, Mr. Daniel Cummings came from Cape Elizabeth and took the hotel on the hill below the Forks which he kept for many years. In 1853, Mr. R. B. Campbell came from Boston and took the Cummings' hotel and Mr. Cummings built a house nearby, where he lived until his death some ten or twelve years ago. Mr. Campbell also carried on a large farm in connection with the hotel. He was a man of much energy and force of character and was withal an intense Union man during the war. So strong were his sentiments in this respect that he has been known to order guests from his house during the time of the war for uttering disloyal sentiments and even to threaten them with forcible ejection if they did not depart at once. Mr. Campbell continued to keep the hotel until his death some

twenty years ago. Mr. Jeremiah Blaisdell was in Mr. Campbell's employ for many years and was well known to all patrons of the house. After Mr. Campbell's death his son, Frank Campbell, continued in the house for a number of years, when it was sold to Mr. E. F. Hillman, who died some five years ago. Mr. L. L. Wiers now has the house.

In the olden time, before the era of the railroad, the old Military road was the principal route for communication with Aroostook County, and nearly all the supplies for this upper country were hauled over this road. Large lumbering operations were carried on in its vicinity and great quantities of supplies for the camps were hauled from Bangor. The road was also the mail route from Houlton to Bangor and passenger coaches, always well loaded, ran upon the line. This large amount of travel gave business to many hotels along the line and for many years no better houses of entertainment could be found in the State than were kept along the old Military road.

Mr. Reuben Ordway of Bangor was an early proprietor of the mail route from Houlton to Mattawamkeag and in 1840 Mr. Eben Woodbury came to Houlton and took charge of the line. In 1847, the firm of Woodbury and Bailey was formed and this firm owned the route until 1868, doing a large business, especially during the years of the war. In 1868 the route was sold to Mr. Asa Smith of Mattawamkeag, who in 1870 sold to the Eastern Express Co. This company put on a fine line of coaches, each drawn by four fleet horses, frequent changes being made, and the running time being ten miles an hour. Upon the extension of the railroad to Houlton in 1872, the mails were transferred to the N. B. R. R. Co. Freight and passengers also sought the same route and the glory departed from the old Military road. Most of the hotels along the road have now been abandoned and a way mail is now carried with one horse from Haynesville to Kingman every other day. The road is now but comparatively little used and a generation has grown up, to which the busy scenes and immense traffic on this old highway are now but matters of history and tradition.

Mr. L. D. Wyatt took the hotel at the Forks many years ago and kept it for some time and afterwards built a new hotel on the corner near Mr. John H. Brown's. This house was afterwards burned. In 1853, Mr. Wyatt built the hotel now kept by Mr. L. H. Whittier, and after carrying on the business for a number of years sold to Mr. Gorham Rollins. This house afterwards passed through a number of hands and in 1880 was

purchased by Mr. Whittier, the present proprietor. Mr. Richard Smith took the hotel near the bridge after Mr. Wyatt left it and in 1865 sold to Wm. H. Chambers, who still owns the property, but does not now keep the house open to the public.

Mr. Isaac Bradbury was one of the early settlers of the town. He came from Saco and settled on the line of the Military road a mile north of the bridge. He cleared a farm and lived on it until his death some thirty years ago. Mr. J. C. Patchell now lives on a part of this farm and Mr. Simeon Irish has the remainder.

Mr. Samuel Tuck came to Haynesville from Norridgewock in the early days of the settlement. He first settled on the Military road some two miles north of the bridge, on the farm upon which Mr. Edwin Bedel now lives. He afterwards moved to a lot a mile and a half from the corner on the ferry road, where he lived until his death some twenty-five years ago. Judge Tuck was a prominent man here for many years and was well known throughout southern Aroostook. He was a land surveyor and also justice of the peace, and was for some time judge of probate of Aroostook County. Mr. Albert Mitchell now lives upon the old Tuck homestead.

Mr. Andrew Calkins was also an early settler who lived for some time on the ferry road north of Judge Tuck's, but moved away many years ago. Mr. Abner B. Hall was one of the pioneers of the town and first settled on the lot where Mr. John H. Brown now lives. He lived upon this farm until 1847, when he moved to a lot on the Military road, half a mile south of the corner, where he lived a number of years and then moved to a lot a mile and a half north of the bridge, where he lived until his death some twenty years ago.

Mr. John H. Brown, now one of the leading citizens of Haynesville, came when a boy with his father from China and lived in Linneus for a number of years. In 1847, he came to Haynesville, being employed by the firm of Woodbury and Bailey, of Houlton, proprietors of the stage line, to take charge of their horses at the Forks. In 1852 Mr. Brown purchased the Abner B. Hall farm, upon which he has since resided. When Mr. Brown bought the farm there was but little cleared upon it. He has since greatly extended the clearings and improved the buildings and now has a fine, smooth and well cultivated farm and a neat and convenient set of buildings. The soil is of an alluvial character, is free from stones and produces well. Mr.

Brown has been town clerk and treasurer since 1858, and postmaster since 1878.

Mr. Charles E. Gilman took the hotel at the Forks in 1847 and kept it for three years, when he moved to a farm on the ferry road. He remained there a few years and then removed to Houlton.

Mr. Watson D. Bean came from Bancroft in 1848 and built a store opposite the Chambers' Hotel and was engaged in trade a number of years. He afterwards moved to Passadumkeag, where he died. Mr. Levi Ricker of Bangor took the Bean store in 1853 and after trading there three or four years, returned to Bangor.

Mr. Levi B. Pollard came to Haynesville about 1855, having formerly kept the Ramsdell Hotel in Macwahoc. He afterwards bought of Mr. Asa Smith the Albion Haynes place at the Forks. Mr. Pollard was largely engaged in farming, trading and lumbering and was a prominent business man for a number of years. He died at Haynesville some six years ago.

Mr. Samuel Hodgdon was at one time one of the leading business men of the town. He came from Brewer about 1860 and built a store near the hotel. He carried on a large business in lumbering and trading for a number of years and afterwards returned to Brewer.

Mr. William H. Chambers came from Chester about 1865 and bought the hotel of Mr. Richard Smith. The house was burned in 1870 and Mr. Chambers at once rebuilt. He died four years ago and his son, Mr. Alfred G. Chambers, now has the property, but does not now keep a public house.

Haynesville formerly included Leavitt Plantation (No. 3, R. 2) which lies immediately north, but this township was set off in 1877 and now has no organization. The Military road enters Haynesville near its northwest corner and runs in a southeasterly direction parallel to and a short distance east of the east branch of the Mattawamkeag. A short distance below the Forks the road turns at a right angle to the southwest, and, crossing the Mattawamkeag, continues on in that direction across the town. Above the Forks are some very good farms along the Military road. In the northern part of the town the land is somewhat rough and broken and difficult of cultivation, but nearer the Forks it is much better adapted to agricultural purposes.

The village of Haynesville is a neat and pleasant village with a number of very handsome residences, and is very pret

tily located near the bank of the Mattawamkeag. The transfer of the large carrying trade and extensive travel from the Military road to the railroad has very much interfered with the business of the town. The population of the town in 1890 was 280, and its valuation was \$68,684.

FORT FAIRFIELD

Fort Fairfield is one of the historic towns of the County of Aroostook and its history dates away back to the stirring and exciting times of the Aroostook War. Indeed what may be called the "ancient history" of the town antedates that bloodless struggle by many years. The town as now organized includes what was formerly Township D, Range 2, and also the township immediately north of it known in the ancient annals as Plymouth Grant. The earliest history of the present town of Fort Fairfield has to do with this last named township. In the year 1806 the good people of the town of Plymouth, Mass., wishing to build a breakwater to protect their harbor from the surging waves of old ocean, applied to the General Court of that good old Commonwealth for aid in their undertaking. The State thereupon granted them a township of land to contain 36 square miles in the far-off wilderness of the District of Maine.

The resolve making this grant to the town of Plymouth was passed on March 4th, 1806, and the deed was executed by the authorized agents of the State of Massachusetts on December 19, 1807. In this deed the grant is described as "a certain tract of land lying in the County of Washington, equal to the contents of six miles square as the same was surveyed by Charles Turner, Junior, Esquire, in the year eighteen hundred and seven. Bounded as follows, viz.:—Beginning at a beech tree marked S. E. C. P., standing on the eastern boundary of the District of Maine, fifty five miles north of the source of the Schoodic Waters, and running north, thirteen degrees east, six miles to a fir tree marked sixty one miles, thence running west, thirteen degrees north, six miles to a stake, thence running south thirteen degrees west six miles to a maple tree marked S. W. C. P., thence running east, thirteen degrees south, six miles to the beech tree first mentioned, together with all the islands in those parts of the Aroostook River which are included within the

aforesaid bounds, together with all the privileges and appurtenances thereto belonging, excepting and reserving for the use of the Commonwealth, and as a common highway forever, the main channel of the said River Aroostook, in its course through the said Township, the said Township containing twenty three thousand and forty acres, including the River Aroostook running through the same, as will more fully appear on a Plan of said Township, now lodged in the Office of the aforesaid Agents."

The deed contained the usual conditions in favor of all settlers who might have settled on the tract previous to January 1, 1784, (This provision was made necessary by the treaty of 1783.) and provided for the setting apart of lots for the first settled minister and for the ministerial and school fund. It also bound the grantees to "settle in said tract twenty families within six years, including those now settled thereon." This deed is signed by John Read and Wm. Smith, as agents for the Commonwealth of Massachusetts, and witnessed by Geo. W. Coffin and Moses Greenleaf.

It will be seen that the deed describes the township as surveyed by Charles Turner, Jr. It appears, however, by well attested documents that Park Holland also surveyed the township Nov. 6th, 1807, which was previous to the date of the deed. Why the two surveys were made in the same year does not appear, but it is a fact well known to the older residents of the town that there were two well defined lines on the northern side of the town, each of which was afterwards claimed as the true line, and that important lawsuits grew out of this double line. The courts decided that the southernmost of the two was the true line.

When the boundary line between Maine and New Brunswick was run, after the Ashburton treaty, it cut off a slice about half a mile in width from the entire eastern side of Plymouth Grant, as surveyed by Holland and Turner. The western line of the Grant remains the same. Hence, when Township D., immediately south of Plymouth, was afterwards run out, measuring six miles wide from the boundary line, it extended some half mile farther to the west than Plymouth, which accounts for the "jog" in the town of Fort Fairfield, where the two townships join.

No authentic history that I can find places any white man on the town now Fort Fairfield previous to this survey of Holland's in 1807. The oldest settler on the town of whom we have any reliable record was Michael Russell, who came up the river

from New Brunswick in 1823 and settled on the south side of the Aroostook River a short distance above the falls, on the Plymouth Grant. Other early settlers who came from New Brunswick and settled along the Aroostook River in Plymouth Grant, on the south side of the river, are the following:

Name	Date of Settlement
Anthony Kean	1829
Daniel Turner	1832
William Turner	1832
William White	1829
Bernard McLaughlin	1829
William Bishop	1831
Amos Bishop	1831
Job Everett	1835
Thomas Bolier	1834
John Lovely	1837
Alfred Giberson	1837
John Twoddle	1838
Patrick Finlan	1839
George Murcheson	1840
David Ross	1841
William Everett	1841

North side of river.

Peter Fowler	1827
Margaret Doyle	1827
William Lovely	1827
Samuel Davenport	1829
Daniel McLaughlin	1831
Thomas Whittaker	1832
James Rogers	1833
Thomas Rogers	1833
Charles Walton	1834
Robert Whittaker	1835
Richard McCarty	1836
Joseph Davenport	1836
Thomas Armsden	1836
Justin Gray	1837
Thomas Gibney	1838
Henry Heard	1838
Samuel Farley	1839
David Boober	1839
Charles Boober	1839

William Houlton	1839
Brinard Guigey	1840
Edward Guigey	1840

Very early in the settlement came James Fitzherbert, afterwards famous in the history of the Aroostook War, and settled at the mouth of Fitzherbert Brook, now called the Haines Brook, in what is now the lowervillage. His home was in Township D, as the Aroostook River here bends to the south for a short distance, then turning northward again and entering the Plymouth Grant. Fitzherbert was followed by John Dorsey and Benj. Weeks, who also came from New Brunswick and settled on the south side of the Aroostook River. Dorsey's log house was near the river, a few rods below where the railroad station now stands. Weeks' house was near the mouth of what was then known as the Weeks Brook, on the spot where J. A. Fisher's dwelling now stands, near the middle of the village.

About 1830 also came David Burchell, J. W. White, an old English soldier, and John Rediker. These settlers all made homes at points near the river which was their only highway, as there were then no roads and the whole country was a trackless wilderness except where the logging roads of the lumbermen led in winter to the river.

They made small clearings and raised little in the way of crops at first, depending mainly for support upon cutting the shore timber and floating it to Fredericton, where they bought supplies and boated them back up the river to their homes in the forest. After a time they cleared sufficient land to enable them to raise a few oats and small quantities of hay to sell to the lumbermen who had operations in this vicinity. Up to this time the settlement was a provincial colony and the settlers acknowledged allegiance to the New Brunswick government. The land upon which they had settled was a part of the disputed territory, and New Brunswick claimed and exercised jurisdiction over it. The time was near at hand, however, when this fair and fertile region was to become a part of Yankee land, and when the American Eagle could soar in triumph over the greenwood and perch undisturbed in the lofty forest trees.

In 1838, Gov. Fairfield sent an agent named Buckmore to this region to ascertain what operations provincial lumbermen were making on the territory claimed by Maine. As much trespassing was found, Sheriff Strickland and Land Agent McIntyre started with a posse to arrest or disperse the trespassers.

In February, 1839, the posse came down the Aroostook Riv-

er on the ice from Masardis, and camped at the mouth of the Little Madawaska River in the present town of Caribou. McIntyre and a few companions came on down the river to Fitzherbert's to pass the night. A large number of the trespassers had collected at Tobique (now Andover) and it is thought that Fitzherbert sent them information that the Maine officers were at his house, for during the night a squad of them came up the river and captured McIntyre and took him away to Fredericton. Strickland fortunately escaped and started in hot haste for Augusta, leaving the posse in command of Capt. Geo. W. Towle, with orders to proceed across "the Reach" on the Aroostook River in the present town of Presque Isle, near where Jacob Weeks now lives. There were some sixty two-horse teams loaded with men, arms and supplies. They went across the portage as ordered, but instead of stopping at the Reach, as soon as they struck the ice on the Aroostook they turned their horses' heads up river and dashed on in hot haste and made no stop of any length until they were back in their old camp at Masardis. A poet of the period thus describes this masterly "advance to the rear" of the posse:

"Then shook the ice so smooth and even,
Fast rushed the teams past Number 'leven,
And ere the clocks had pointed seven
They halted at Masardis."

Col. McLaughlin, a provincial officer of high standing, and warden of the disputed territory, proceeded to Masardis and ordered the posse off the territory, whereupon, in retaliation for the capture of McIntyre, our brave troops placed him under arrest and posted him off to Bangor. Fitzherbert was also arrested soon after and taken to Bangor. A part of the posse under Capt. Towle soon afterwards returned down the river and established a military post which they named Fort Fairfield, in honor of Gov. John Fairfield. The detachment was under the command of Capt. Wm. P. Parrott of Massachusetts, until November, 1839, when Capt. Towle resumed command. They built two block houses, one on what is still known as Fort Hill, and the other on a knoll about a quarter of a mile distant, near where the covered bridge now is. They also stretched a boom across the Aroostook River opposite this last named block house, for the purpose of stopping and holding the timber cut by provincial operators, whom the State of Maine regarded as trespassers.

The Maine posse remained at Fort Fairfield until relieved by United States troops in 1841, Capt. Towle having been in the meantime succeeded in the command by Capt. John B. Wing. In 1841, a company of United States Infantry came up from Hancock barracks at Houlton, under command of Capt. Van Ness, the second in command being Lieut. Ricketts, who afterwards as Major General Ricketts, won fame in the War of the Rebellion. General Ricketts now lies in an honored grave in the National Cemetery at Arlington Heights. The other officers were Lieut. Michaels, Lieut. McCall, Surgeon Coolidge and Major Graham, Paymaster.

These troops built a stockade around the block house on Fort Hill, within which they erected quarters for the soldiers, and outside the enclosure they built a spacious and substantial building for officers' quarters and several other buildings for the Commissary and Quartermaster's Department, also blacksmith, sutler's store, etc. Mr. W. Holman Cary was sutler of the post. The stockade was built by standing timbers twelve or fifteen feet long on end in the ground, and on the inside, square timbers were laid horizontally one upon the other to the height of four or five feet. Against these timbers, on the inside, a thick embankment of earth was thrown up. All remains of the block house and also of the stockade have since been removed with the exception of the embankment, or parapet, which still remains. It is six sided and is something more than one hundred feet in length on each side. The building erected for officers' quarters is still standing in a good state of preservation. It is owned by Dr. Decker and occupied by himself and other families as dwellings, and contains three tenements.

The company of regulars remained until 1849, when they returned to Hancock barracks in Houlton. The attention of the people of Maine was thus called to this fertile region, and some of the original posse remained and took up land and made themselves homes.

Mr. Joseph Fisher, an old and well-known citizen of Fort Fairfield, who died on April 15, 1890, came with the company of regulars in the capacity of waiter for the officers' mess. When the troops left, Mr. Fisher remained, and lived at Fort Fairfield until his death.

The clearings made immediately after the Aroostook War were all on Township D, which is now the south half of the town. In the meantime, the road from Presque Isle, or Fairbanks, as it was then called, to Fort Fairfield had been cut

through by the State and settlers commenced to make clearings along the road. J. Tucker came from Orono and took up a lot near where the Union Meeting House now stands at the junction of the Presque Isle and Houlton roads, then called "the two mile tree," it being two miles from the river at Fort Fairfield.

George A. Nourse of Hallowell, now a lawyer in California, took up the lot which is now the Rollins farm. William Whitney and his two sons from Corinth made a clearing on what is now called Whitney Hill, about three miles from the village, taking up several lots. Levi Hoyt commenced a clearing about the same time on the west side of the hill. B. D. Eastman and his brother Otis settled on the lots next beyond, toward Presque Isle, and one Bragdon from Corinth, settled on the farm now occupied by Stephen Conant. D. G. Palmer and Jonathan Hopkinson from Kennebec County, took lots next to the Presque Isle line, and Henry Currier commenced a clearing back in the woods north of the Presque Isle road. These men all came soon after the settlement of the boundary dispute and were the first Maine settlers on the town, the earliest settlers having, as we have said, all come up the river from New Brunswick. At about the same time a settlement was commenced at what is now called Maple Grove in the south part of the town, on what is now the road from Fort Fairfield to Baine.

Sanford Johnson settled on what is now the Judge Cummings farm, E. P. Whitney on the James Johnson farm, and Hiram Stevens, who came in with the posse, cleared up what is now the Thurlough farm. J. Wingate Haines came from Kennebec County and took up the fine large tract now included in the splendid farm occupied by his son, A. L. Haines, the present member of the board of agriculture from Aroostook.

Freeman Ellis first took this lot and made a clearing and Mr. Haines bought his improvement. Deacon Edward S. Fowler, Addison Powers, Isaac Ellis, Leonard Spooner and Freeman Ellis, all from Piscataquis County, took lots along south of Mr. Haines, away to the south line of the town. Deacon Fowler, Isaac F. Ellis, and Addison Powers moved their families to the town in 1843. They, with Freeman Ellis, made a chopping of forty-five acres in the adjoining corners of their four lots, eleven acres on each lot, but all in one clearing. They built a camp twenty feet square, in which the four families lived while separate houses could be built, and in this camp the Congregational Church of Fort Fairfield was organized, in October, 1844.

Gen. Mark Trafton of Bangor was sent in by the U. S. Gov-

ernment in 1843 and established a Customs House at Fort Fairfield, where he remained for about twelve years, and then returned to Bangor. His son, John B. Trafton, then a young law student, came in the spring of 1844, and opened a law office and also engaged in lumbering and farming. Mr. Trafton has for many years been one of the foremost citizens of the town and also a well known member of the Aroostook Bar, as well as a prominent man in the councils of the Democratic party. We are indebted to him for much valuable information in regard to the early settlement of the town. The settlement increased very slowly for a number of years and was subjected to all the hardships and privations incident to a pioneer settlement in the wilderness.

During the time the troops were here the settlers did much of their trading at the sutler's store and after the dispute was settled traded down the river at Tobique and Fredericton. W. H. Cary, the sutler, remained and kept a few goods for a number of years and was the first postmaster of Fort Fairfield. He afterwards sold out to R. & A. McBrien, who came from Houlton and traded on a somewhat larger scale. They failed about 1850, and John McClusky, afterwards Colonel of the 15th Maine Regiment, bought the store and employed A. L. Wellington to carry it on. Mr. McClusky afterwards sold the store to John Allen of Presque Isle. Mr. Allen sold to A. C. Cary who opened a large stock of goods in 1863 and has ever since been one of the principal merchants of Fort Fairfield.

Dudley F. Leavitt of Bangor, who accompanied the Maine posse in the capacity of storekeeper, secured the passage of a resolve in the Maine Legislature soon after the treaty, giving him some ten or twelve lots of 160 acres each in aid of building a sawmill. He afterwards sold out to Timothy Frisbee and S. B. Pattee, who built a sawmill on the Fitzherbert Brook. A. P. Heywood of Houlton bought Frisbee out and continued in partnership with Pattee for several years, when he retired, and the firm became Pattee—Hyde. Mr. Stephen B. Pattee was a prominent citizen of Fort Fairfield. He was three times elected to the Legislature and was local agent for State lands in Northern Aroostook. He was appointed Deputy Collector of Customs at Ft. Fairfield in 1849, and held the office four years. He was reappointed in 1861 and resigned after two years' service. He died at his home in Fort Fairfield March 2, 1866, aged 52 years.

The first grist mill was built about 1858 by Randall and Foster from Montville. It was located on the east side of the

brook opposite the Pattee sawmill. This was burned a few years ago and the privilege was sold to W. A. Haines, who built a new mill which he still occupies.

The first school in town was a private school opened as early as 1845 by a Miss Thompson, in one of the tenements vacated by the troops. Miss Polly Eastman also opened a private school about the same time in the Maple Grove settlement. Miss Heywood, a sister of Mr. A. P. Heywood, afterwards taught a school in the block house on Fort Hill and was followed by Miss Agnes Johnson, now Mrs. A. C. Paul, who taught in the block house in 1848. The block house was also used in those early days for holding religious meetings.

We have stated that all the earliest settlers of the town came from the Province of New Brunswick up the St. John and Aroostook Rivers and settled along the banks of the Aroostook River. Some of these settlers had grants from the British Government and many of them were squatters on what they supposed to be British territory. After the treaty of 1842, there was an uncertainty about the titles of these settlers who had thus without being consulted been transferred from the jurisdiction of the British Crown to that of the government whose emblem was the Stars and Stripes of free Columbia.

In February, 1843, when Edward Kavanagh was acting Governor of Maine, the legislature passed "Resolves authorizing the appointment of commissioners to locate grants and determine the extent of possessory claims under the late treaty with Great Britain." Under these resolves Gov. Kavanagh appointed Philip Eastman, John W. Dana and Henry W. Cunningham as commissioners. Similar resolves were also passed by the Legislature of Massachusetts, and Samuel C. Allen, John Webber and Samuel Jones were appointed as commissioners from that State. After investigating the claims of settlers on the St. John River, which was done partly in 1843 and completed in 1844, one commissioner from each State came to the mouth of the Aroostook River on the 17th of October, 1844. Both States had, in the February preceding, passed additional resolves extending the powers and duties of the commissioners. The two who came to the Aroostook proceeded through all the settlements along the river as far up as Masardis, and carefully examined each settler's claim. Lots were set off to all settlers "whose improvements had been commenced within six years before the date of the Treaty of Washington," and also to those holding grants from the British Government. As an instance of the red tape re-

quired in doing business when two governments are concerned we may here state that as the commissioners wished to obtain copies of the grants made by Great Britain, to aid them in their work, one of them, in May 1843, went to Fredericton bearing a letter from Gov. Kavanagh to the Lieut. Governor of New Brunswick, requesting copies of the grants. The New Brunswick governor declined to comply with the request coming from the State Executive, but suggested that the application should be made by the President of the United States, through the British Minister at Washington. In June, 1843, Gov. Kavanagh addressed a request to the Secretary of State at Washington, by whom it was presented to the British Minister, and by him transmitted to the home government in England. In July, 1844, the copies were furnished to the Secretary of State at Washington and by him transmitted to the Governor of Maine, who sent them to the commissioners. All this formal correspondence between two nations was required in order that an Aroostook settler might have a valid title to his farm. The "metes and bounds" were then set off and the settlers title was fully confirmed.

Very soon after the treaty the Plantation of Letter D. was organized. This included all the settlers along the Aroostook River in Township D, Plymouth Grant and Eaton Grant. Subsequently Eaton Grant was organized as Eaton Plantation, and Plymouth Grant as Sarsfield Plantation, Letter D alone retaining the old organization. Thus they remained until 1858, when "D" was incorporated as the town of Fort Fairfield, and a few years later Sarsfield Plantation was annexed to it, forming the town as it is today.

Settlers from different parts of the State began to come into the town soon after the treaty. In August, 1844, Charles R. Paul came from Solon and commenced blacksmithing in the old government blacksmith shop. Mr. Paul is still alive at the ripe age of seventy-two and is one of the sterling citizens of Fort Fairfield. His wife, Mrs. A. C. Paul, is a prominent temperance worker and an active member of the non-partizan W. C. T. U.

The county settled very slowly until after the editorial excursion of 1858, when quite a tide of immigration set in. Many lots were taken up in Fort Fairfield and adjoining towns and new clearings were made in every direction. Many of these new comers had not sufficient courage to stay and fight the battle to a finish, but most of those who had the required "sand"

are today independent farmers with comfortable homes and broad, fertile fields.

The first schoolhouse in the town was built in 1859, on the hill about opposite the railroad station and about the same time the Union Meetinghouse at the junction of the Blaine and Presque Isle roads was commenced.

During the three or four years immediately preceding the war the population of the town received quite an increase. Many new farms were commenced which today are among the finest in the town, new stores were opened in the village and the outlook was most encouraging. But in the early sixties, when the country called her sons to rally for the defence of the old flag, many of these sturdy pioneers left their new homes and "fell in" to swell the ranks of the "three hundred thousand more" who hurried forth to answer the call of "Father Abraham." The severe drain of the war was especially felt by these new Aroostook towns and, during its continuance, a check was put upon their growth and development.

This, however, was more than compensated for by the good times that followed the return of peace, when a new impetus was given to immigration and during the decade from 1860 to 1870 the population of Fort Fairfield was more than doubled. From that time to the present, its growth has been steady and continuous. New business enterprises have been started from time to time and the fine agricultural resources of the town have been developed to a wonderful degree. Like the other towns in the Aroostook Valley, Fort Fairfield received a mighty impetus from the opening of the railroad. A branch of the New Brunswick railway was completed to the village in 1875, which entirely revolutionized the business methods of the town and brought the producers of this fertile region into communication with the markets of the outside world.

Starch factories were erected and large tracts of rough, stumpy land, hitherto used only as pasture, were cleared and smoothed for the potato crop and then seeded down to broad fields whose clean and even surface was fitted for the working of farm machinery. Potato buyers for the outside market soon discovered the excellence of the Aroostook tuber and thus the business of shipping potatoes was established and today Fort Fairfield is the most prominent shipping point for potatoes north of Houlton.

The village of Fort Fairfield is mainly located on a high intervale on the south side of the Aroostook River, though the

village corporation includes both sides of the river and quite a number of citizens live upon the north side. The plain upon which the business portion of the village is built is quite narrow, the land rising somewhat abruptly at a short distance from the river, and the frowning parapets of Fort Hill overlook the main business street and remind us of the stirring times when two great nations were arming for a war about their line fences.

Owing to the formation of the land the village extends for about two miles along the banks of the beautiful Aroostook River, nearly all the business houses being located on this one main street. Although the buildings are nearly continuous for the entire distance, yet the citizens speak of the upper and lower village, the dividing point being perhaps about by the railroad station, and Haines' Mill being the central point of what is spoken of as the lower village. The majority of the stores are in the upper part of the town.

Hardly had this beautiful village got well started in the new era of prosperity following the advent of the railroad, when it was visited by a disastrous fire. In the spring of 1879, nearly all of the business portion of the town was consumed by a conflagration which left only a heap of smoking ruins where a few hours before stood a thriving and prosperous village. It was a severe blow, but the citizens rallied at once and, in no way disheartened or discouraged, commenced to rebuild in a more substantial manner.

A second fire occurred in 1883, which swept over nearly the same territory and inflicted severe loss of property. Again the citizens went to work with courage and energy and erected the fine stores and blocks which now adorn this pleasant village.

In an agricultural point of view, Fort Fairfield is one of the best towns in the Aroostook Valley. The southern portion of the town, formerly Township D, Range 2, is a solid block of exceptionally good farming land, with very little waste territory. The surface of this tract is composed of swells of land, but is not broken by abrupt hills to any extent. It is well watered and is covered all over with large and well cultivated farms, occupied for the most part by intelligent and progressive farmers. The Fitzherbert Stream runs the entire length of this township in a northerly direction parallel with and a short distance from the New Brunswick line.

The northern portion of the town, formerly Plymouth Grant, and subsequently Sarsfield Plantation, lies for the most part on the north side of the Aroostook River, although the river enters

the township well up on its western side, whence it flows in a southwesterly direction to the village, leaving quite a large corner of the township on the south side of the river.

The town of Fort Fairfield was incorporated March 11, 1858. In 1860, the population was 901, which was more than doubled in the next decade. In 1880, the population was 2807 and the valuation of the town was \$468,471. The population by the census of 1890 was 3526 and the valuation was \$893,593.

Fort Fairfield has a splendid future before it and its enterprising and public spirited citizens are deserving of success.

PRESQUE ISLE

The present town of Presque Isle includes two entire townships and is therefore twelve miles long and six miles in width and contains seventy-two square miles. The south half of the town was originally Letter F, Range 2, and the north half was Letter G, in the same range.

Until 1883, Presque Isle comprised but one township—Letter F, the north half of the present town, or Letter G, being known for some years previous to that time as the good town of Maysville.

The first settler who established himself permanently upon Letter F township was Mr. Dennis Fairbanks, who cut the first tree on the territory now included in the village of Presque Isle about the year 1828. Mr. Fairbanks was formerly engaged in trade in the town of Troy, in Waldo County, to which place he removed from Winthrop about 1825. His brother, Col. Joseph Fairbanks, came to Farmington as early as 1793, and continued to reside in that town until his death by a fall from a wagon, on Sept. 12, 1831. Joseph Fairbanks was a prominent citizen of the town, holding numerous military and civil offices and twice represented his town in the General Court of Massachusetts. He was also a member of the Senate of Maine in 1824.

Soon after coming to Letter F, Mr. Dennis Fairbanks made a clearing on the bank of Presque Isle Stream near the present mill site, and afterwards obtained from the State a grant of a mile square of land, running to the north line of the township, on condition that he would settle upon the tract and build a saw mill and grist mill upon the Presque Isle stream. He then

moved his family to his new home and commenced the erection of the mill. The machinery for his mill was loaded upon two batteaux at Old Town and two men poled each batteau up the Penobscot to its head waters, hauled across the portage to the Aroostook, boated down the Aroostook to the mouth of the Presque Isle Stream and then poled up that stream to the mill site.

Robert McCann, an adopted son of Mr. Fairbanks, helped pole one of these boats. He made a small clearing on the hill east of the village, on what is now known as the Henry Pierson farm (now Charles Phair farm) and built the timber house now standing on this farm. Mr. McCann afterward removed to what is now Garfield Plantation, adjoining the town of Ashland.

Mr. Veranes Chandler came to the town in 1834 and is still living a short distance from the village. At that time Mr. Story Hooper lived in a log house at the mouth of Presque Isle Stream in Letter G, on "the point" of what is now known as the Parsons intervale. Mr. Chandler and Mr. Silas Blodgett, who came about the same time, kept bachelor's hall in the house built by Robert McCann, and in 1839, Mr. Chandler married Elizabeth, daughter of Nehemiah Hooper, and sister of Story Hooper, and commenced housekeeping. Very few settlers had at that time made their homes upon the town, though quite a number had made clearings along the Aroostook River in the adjoining township of Letter G. (Maysville).

The grist mill built by Mr. Fairbanks contained one run of stones and the saw mill was a primitive affair, with an up-and-down saw for sawing the lumber needed by the settlers in building. In the grist mill all varieties of grain raised in the vicinity were ground in this one run of stones, and it may be easily conjectured that the flour from which these early pioneers made their bread was not of the finest quality. To Mr. Fairbanks, however, does not belong the honor of grinding the first flour in Presque Isle, for, previous to the completion of his grist mill, Mr. Joseph Ireland had a hand mill, turned by a crank, and called by the settlers "Ireland's coffee mill," with which he ground wheat and other grain.

As late as 1839, the road from Houlton was cut through no farther than "the creek" in Monticello, nearly thirty miles south of Presque Isle, then known as "Fairbanks." All north of that point was an almost trackless wilderness, with the exception of the lumber roads used in the winter's operations. In 1839, the road was cut through by the State from Monticello to Presque

Isle and thence to Ashland and Fort Kent. The road from the Aroostook River to the St. John River, now the mail route from Presque Isle to Van Buren, was not cut through until 1843.

In 1840, Mr. Leonard Reed came down the Aroostook River with his family and household goods on a raft, from Masardis, and built, on the site of the present Presque Isle Hotel, the house in which Mrs. L. T. Manson now lives, and there kept a hotel. His principal customers were the lumbermen going to and from the operations in the woods, and other temporary sojourners connected with the lumbering operations, which then constituted the chief business of the County.

There was at that time no store in all this region. Mr. Fairbanks kept a little tea, tobacco, rum, etc., at his mill, and sold them for pretty round prices. Mr. Story Hooper sometimes kept a few goods in his log house on "the point" over in "G."

In 1841, Capt. Moses Rose, Benjamin Whidden, Jas. Cloudman and Emmons Whitcomb came in and settled along the new road cut through from Monticello. Mr. Whitcomb settled on what is now the Cook farm on the Houlton road some two miles south of the village.

The first clergyman who came to Presque Isle was Rev. Mr. Pingree, a missionary of the Methodist Society, whose mission in those early years included Houlton, Patten, Masardis, Ashland, Presque Isle, Maysville and Fort Fairfield. This circuit the good man made on foot through the forest, preaching at lumber camps and at the little detached settlements, traveling many miles on snow shoes during the winter months, and suffering many hardships. He first came in 1839 and remained upon this wilderness circuit two years.

In 1842, the first mail came to Presque Isle. It was brought on horseback from Houlton once a week. Mr. Noah Chandler, afterwards proprietor of the "Line store" at Houlton, was Presque Isle's first postmaster.

In 1843 Mr. Fairbanks built the two-story house now known as the Sumner Whitney house. About this time Mr. Eleazer Packard bought out Reed's hotel and afterwards sold to Mr. Sumner Whitney. He in turn sold to his brother, Jerry Whitney, who moved the original house a few rods to the north and built the hotel that was consumed in the fire that swept the village in 1884. Mr. Sumner Whitney afterwards bought the Fairbanks house and there opened another hotel.

The little village now was so near the north line of the town that its northern extension soon grew over the line and the

first store established was on the adjoining township of Letter G. In 1842, or 1843,

Messrs. Geo. W. and William Towle built a store near where Mr. Henry Dunn now lives. This, we are informed, was the first store north of Houlton, though previous to that time a few goods had been kept for sale in houses and outbuildings.

We have been unable to fix the exact date of the erection of the first schoolhouse in Presque Isle, but it was in the early years of the settlement and was what was known for years as the "Red Schoolhouse" on the Rackliffe farm, on what is now the Centre Line road.

In 1849, a store was built by Sumner Whitney on the corner where Perry's Opera House now stands and was occupied by D. & A. W. Dudley. By this time settlers had gradually taken up farms in the vicinity of the village and quite a little settlement had been made in the wilderness. The next store built was what was known as the Winslow Hall store, which was built by Dr. Edwin W. Dibblee, and was occupied by Mr. Hall and afterwards by Mr. J. W. Hines. This store stood on what is now known as Bolton's Corner on the west side of Main Street. Next in order was the Dudley store, now occupied by A. M. Smith & Co., which was built in 1855 by D. & A. W. Dudley, and which was spared in the conflagration.

Dr. G. H. Freeman first came to Presque Isle in 1855. There were then but three stores in town and the village included some fifteen or twenty families. There was at that time a small schoolhouse near where Mr. A. E. Wight's house now stands. There were then no church buildings, but religious meetings were held in the schoolhouses.

The business of the village was at that time almost wholly connected with the lumbering operations. Agriculture was in a very crude state. There were some very good farms, but no particular system had then been adopted in farming operations. As the little village was comparatively isolated, the people were thrown upon their own resources almost entirely for social enjoyment. Everyone was intimately acquainted with everyone else in town and each knew all about his neighbor's business and private affairs. They were a genial, good hearted, generous people and enjoyed themselves exceedingly in such society as they themselves made. This open, free-hearted, generous spirit is still characteristic of the place. Nowhere can a stranger sooner become acquainted and be placed at his ease and in no village of equal size will a hat, passed around for a worthy ob-

ject, be more generously filled than in Presque Isle.

At that time (1855) J. B. Hall, Esq., was postmaster and had a small apothecary store not far from where Dr. Freeman's store now is. Messrs. Rowe and Freeman bought Mr. Hall out and continued the apothecary business for some years.

In 1856 Mr. Hiram Brackett came to Presque Isle and bought the Winslow Hall store and went into trade. He failed soon afterwards and E. D. Jewett & Co. built the store owned and occupied by G. H. Freeman & Co. at the time of the fire in 1884. Here Mr. Brackett commenced trading again, opening a stock of general merchandise. In 1857 Messrs. Rowe & Freeman built a new store on what is now Bridge Street, and Deacon Nathaniel Gammon built for a harness shop the building afterwards occupied as a store by Mr. Warren P. Pratt.

In 1857 the old Academy was built near where now stands the residence of Col. C. P. Allen.

In the fall of 1857 the Aroostook Pioneer, the first paper published in Aroostook County, was started at Presque Isle. This enterprise was due to the exertions of Joseph B. Hall, Esq., who was at that time Secretary of the Maine Senate. He conceived the idea while at Augusta during the previous winter, and persuaded Mr. Wm. S. Gilman, then a printer and compositor in the office of the Maine Farmer, to join him in the venture. An old hand press and a set of type formerly used in the office of the Bangor Gazette were purchased and the paper was started in an office over Winslow Hall's store and proved to be a success. Mr. Hall continued to edit the paper until February, 1860, when he sold his interest to Mr. Gilman, who in 1868 removed the paper to Houlton, where it has since remained. In 1860, Mr. Hall commenced the publication of the Aroostook Herald at Presque Isle. In 1862 the Herald was discontinued and the material was removed to Portland, where Mr. Hall and others started the Maine State Press.

In 1858 came the first editorial excursion to which we have alluded in a former chapter. The North Aroostook Agricultural Society was then in its infancy, but it had already commenced the good work of aiding in the development of Aroostook's resources, in which work it has been a factor of increasing importance ever since. The glowing accounts given by the members of the press on their return from the Aroostook excursion directed general attention to this section and immigration began rapidly to increase. New buildings were erected in the

village of Presque Isle, and new business enterprises were started.

About this time Mr. C. F. A. Johnson came to the town and bought out Mr. Hiram Brackett and laid the foundation of the business which afterwards increased to so great an extent under the firm of Johnson & Judd and later that of Johnson & Phair.

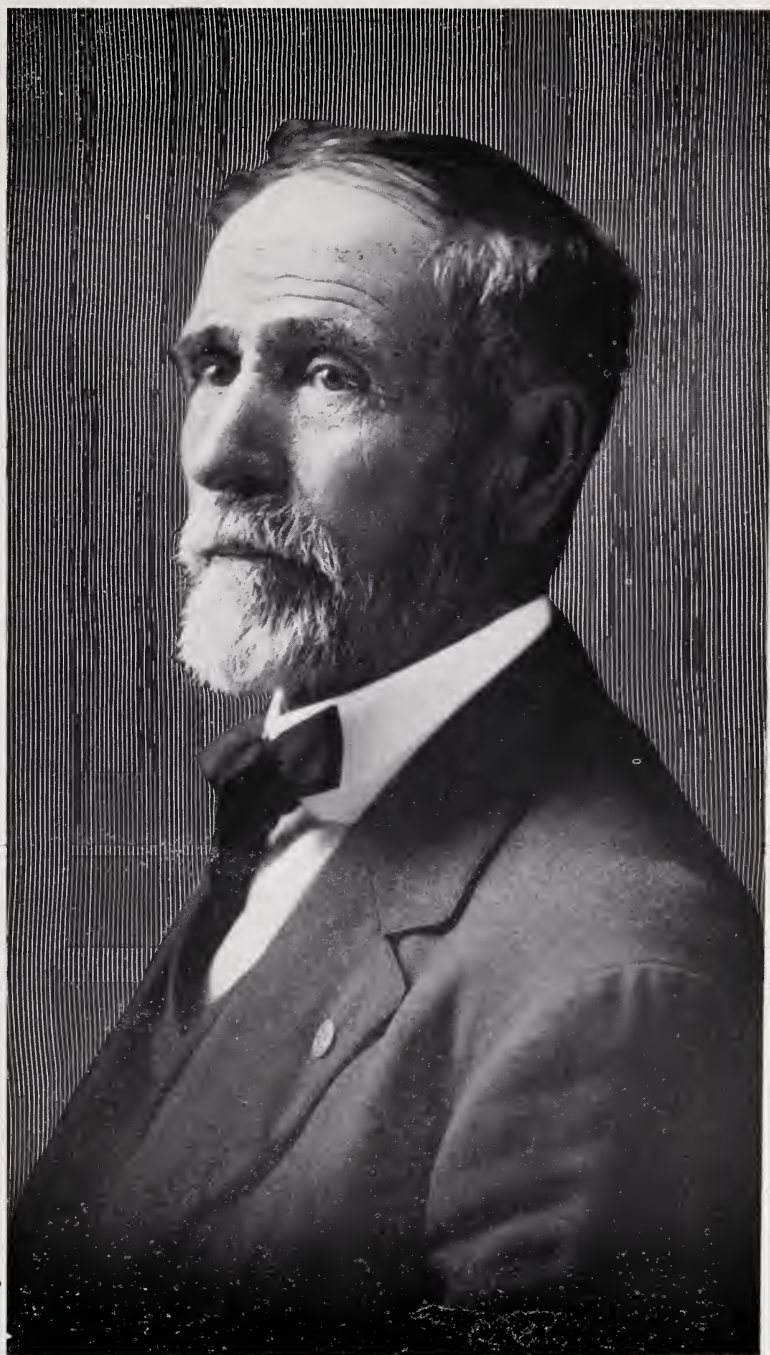
The town of Presque Isle was incorporated April 4, 1859. The census of 1860 showed a population of 723. This in 1870 had increased to 970 and in 1880 to 1305. In 1860 the total valuation of the town was \$79,874. This considerably more than doubled during the next decade, and in 1870 the valuation was \$180,786, and in 1880 it had increased to \$339,325.

In 1860, the village met with its first disaster. On the 13th of May of that year almost the entire northern part of the town was consumed by fire. Nineteen buildings were burned and the loss was estimated by the Pioneer at \$25,000. Nothing daunted, however, by this severe blow, the citizens went courageously to work and rebuilt the burnt district and the business of the town continued to increase.

During the war immigration to the County was almost wholly stopped and Presque Isle, in common with the other Aroostook towns, sent a goodly number of her stalwart sons to fight for the old flag. In the winter of 1863, the mills built by Dennis Fairbanks were burned. Some time previous to this Mr. Fairbanks had sold the mills to Mr. John Allen and left the town. He went some distance up the Tobique River, in New Brunswick, where he continued to reside until his death. Mrs. Fairbanks lived in Presque Isle and vicinity until about 1870, when she died at the home of Mr. Columbus Hayford, of Maysville, at the advanced age of 93 years.

In 1864, Mr. Sidney Cook purchased the mill privilege and rebuilt the mills at an expense of \$20,000.

In August, 1863, Mr. Daniel Stickney commenced the publication of the Loyal Sunrise at Presque Isle. Mr. Stickney was an able and forcible writer, fearlessly and mercilessly opposing any movement which he thought was wrong and courageously supporting any measure which he regarded as right, without considering whether his course was popular or otherwise. By his energy and the vigorous and persistent manner in which he presented the claims and advantages of Aroostook he did much toward the development of this section of the County. In 1868, Mr. Stickney sold the Sunrise to Messrs. Glidden & Rowell, but continued to edit the paper for some time afterwards. In



HON. COLUMBUS HAYFORD,
A Prominent Pioneer Settler of Aroostook

1876 the Sunrise was moved to Fort Fairfield and its publication was soon afterwards discontinued. Mr. Stickney, though now upwards of eighty years old, is still hale and hearty and his occasional articles written for various Maine papers give evidence that his mental vigor is by no means impaired. He is at present residing at Hotel Long in Buckfield, and is enjoying a vigorous old age.

After the close of the war, new settlers began to come to the town and new business enterprises were established. Projects for a direct line of railroad, to connect with the European and North American Railway at Mattawamkeag, now began to be agitated and it was ardently hoped at the time that the road would be built, and the Aroostook Valley thus be directly connected with the outside world. These hopes, however, were doomed to be long unrealized, but the prospect is now very encouraging that a direct line of railroad from Bangor will be completed in the near future.

In 1874, the first starch factory was built at Presque Isle by Mr. Wheeler of New Hampshire. The factory was located near the grist mill and was run by water power. The farmers in the vicinity contracted to plant a satisfactory number of acres for a term of five years and to deliver the potatoes at the factory for twenty-five cents per bushel. The business was a remunerative one for the proprietors of the factory, as starch brought a high price that year, and the profit on the first year's output paid the entire cost of the plant. It was also a profitable business for the farmers and has so continued until the present day.

The next year the Aroostook Starch Co., a stock company, at the head of which was the enterprising firm of Johnson & Phair, of Presque Isle, built the Maysville factory at the Aroostook Bridge and large quantities of potatoes were raised for the two factories. The business has continued to increase until now Hon. Thos. H. Phair owns and operates seven factories in this and adjoining towns, at which in some years he manufactures nearly 1500 tons of starch. This industry gave a new impetus to business and not only largely benefited the farmers, but aided to a great extent in building up the business of this prosperous and growing village.

Early in 1881 the project of railroad communication by means of connection with the New Brunswick Railway began to be agitated. A narrow gauge spur had already been run up along the Aroostook River as far as Caribou and it was proposed to continue this branch to Presque Isle.

Previous to this time the North Star, which was started at Caribou in 1872 by W. T. Sleeper and Son, had been purchased by F. G. Parker & Co. and moved to Presque Isle. This paper was ably edited by Dr. F. G. Parker, who entered heartily into the project of the proposed extension and aided much in awakening public sentiment in its favor. A proposition was made by the New Brunswick Railway Co. to extend their line to Presque Isle upon payment of \$15,000 by the towns interested, and also a guaranty of the right of way.

A railroad mass meeting of the citizens of the towns to be immediately benefited was held at Presque Isle April 2, 1881, at which the matter was fully discussed, with the general feeling in favor of accepting the proposition. The result of the meeting was that on April 8, 1881, the town of Presque Isle voted \$10,000 and on the following day Maysville voted \$5,000 in aid of the extension. Individuals in adjoining towns subscribed towards the expense of the right of way.

On the 28th of May, 1881, Messrs. Isaac and E. R. Burpee, Directors of the N. B. Railway, accompanied by F. A. Wilson, Esq., of Bangor, as attorney for the Company, and Hon. Llewellyn Powers of Houlton, as attorney for the towns, came to Presque Isle, where the contract was completed. Work was at once commenced and was energetically pushed, and on Thursday, Dec. 1, 1881, the first train steamed into Presque Isle. The Messrs. Burpee and other gentlemen interested in the road were upon the train and were accorded a most hearty and enthusiastic reception by the large concourse of citizens assembled at the station. On Jan. 8, 1882, the telegraph line was completed to the town, and Presque Isle was connected with the outer world both by rail and wire. A few years later the gauge was widened and the road bed improved and placed in excellent condition and well equipped for the transportation of passengers and freight.

New and expensive buildings were also erected at the station in Presque Isle and every effort has been made to render the road a first class line. The New Brunswick Railway has since been sold to the Canadian Pacific Co. and is now a part of that system.

As was said at the commencement of this article the north half of the present town of Presque Isle was originally Township G, Range Two, afterwards the town of Maysville. This is naturally one of the very best towns in Aroostook County for agricultural purposes and the entire township is now covered

with excellent farms. The beautiful Aroostook River enters this township from Washburn some two miles from its northwest corner and flowing in a southeasterly direction, approaches within about a mile of the south line of the township. It then sweeps to the north and runs in that direction entirely across the town, leaving it through its north line some two miles west of the northeast corner of the town. The whole course of the river in the old town of Maysville is nearly twelve miles and, in addition to its picturesque beauty, it sweeps through as fertile a tract of land as can be found anywhere in New England.

Upon the banks of the river in this township the first settlement was made on the Aroostook River. As early as 1820, Lewis and Charles Johnson and a Mr. McCrea came up the river from New Brunswick and made a settlement a short distance below the mouth of the Presque Isle Stream. The smoke of their clearing, as if curled gracefully upward above the lofty forest trees, was seen by no other settler in all this region. All around them for many miles in every direction was the magnificent forest in which the deer, the moose and the caribou roamed at will and through which the beautiful river flowed placidly along, unvexed by the busy millwheel and undisturbed by the industries of civilization.

They were soon afterwards joined by other settlers and as early as 1825, there were seven families living upon the township. Previous to that time the wild lands of the State were owned in common by the States of Massachusetts and Maine, and in 1825 the lands upon the Aroostook River and southward were surveyed into townships and divided, each State taking alternate townships.

Mr. Joseph Norris, who made the survey in that year, says in his report that he found Mr. Thomas W. Beckwith residing with his family on Township Letter G., Range Two, and that he was informed by him that there were six other families living on the township, "two by the name of Bradley, a Mr. Arnold and the names of the other three I do not recollect. I did not see or hear of any other families residing on any of the other undivided townships, although a number of beginnings had been made the past season with that view."

Among the earlier settlers, besides those already mentioned, were the following who received titles to their lots under the provisions of the treaty of 1842, they having been in possession "for more than six years before the date of the treaty aforesaid," (viz.): Isaac Morris, John Nichols, James

Nichols, Andrew Scott, William Pyle, Isaac Thomas, Olive Fenlason, Hector Sutherland, Daniel and William Chandler, John Rafford, Jonathan E. and Ferdinand Armstrong, Thomas Fields, Benjamin Weeks, William McDougal, John Benjamin, Susanna Hooper (widow of Nehemiah Hooper), Thos. J. Hobart, Josiah Towle, Solomon Parsons, Geo. W. Towle, Thomas W. Navay, Ebenezer Oakes, Daniel Hopkins, Amos Heald, James F. Currier's heirs, Peter Bull.

The above list is taken from the report of the commissioners who visited the township to determine the titles of settlers under the treaty of 1842. In their report they also mention Lewis Johnstone, Thomas W. Beckwith and John W. Beckwith and Lewis and Henry Bradley. Mr. Cyrus Pomroy was another early settler who made a farm on the north side of the Aroostook, a mile below the mouth of Presque Isle Stream.

Messrs. Josiah and Geo. W. Towle and Solomon Parsons, to whom were granted two hundred acres by these commissioners, were a firm of lumbermen who made a farm on a beautiful intervale a short distance above the mouth of Presque Isle Stream and on this farm raised hay and grain for their lumber operations. The farm is now owned and occupied by Mr. Geo. A. Parsons, a son of Solomon Parsons, and is one of the finest farms in the town.

As we have said before, all the earlier settlers on the township came up the Aroostook River from New Brunswick and settled along the river bank.

The first settler who came to Letter G "by land" and settled on the higher land away from the river was Capt. Henry Rolfe. Capt. Rolfe was a veteran of the Aroostook War and was one of the party who under Capt. Alvin Nye occupied the position at the mouth of Fish River in 1839. In June, 1840, he settled upon the lot upon which he now resides, which is on the road from Presque Isle to Caribou, about half a mile north of the postoffice at Maysville Centre and some two miles north of the Aroostook Bridge.

When Capt. Rolfe took up his lot it was in the midst of a dense wilderness, with no road in all this region and nothing but a spotted line to guide him on his way to the river. The town then belonged to the State of Massachusetts and the few settlers along the river were still living in their log houses and did a large part of their trading in New Brunswick. The custom was to cut the timber which grew upon the bank of the river and could be easily rolled into the water, drive it to Fred-

erickton and boat back the supplies purchased with the proceeds of its sale. Capt. Rolfe used to carry his wheat on his back two miles through the woods to the mouth of Presque Isle Stream and boat it up the stream to Fairbanks' mill, where it was ground and then boated down the stream to the Aroostook River and carried on his back to his home in the forest. His first clearing consisted of sixteen acres, one acre of which was planted to potatoes, one acre sown to wheat and the remainder to oats. At that time oats sold for 50 cts, potatoes 50 cts, buckwheat \$1.00 and wheat \$2.00 per bushel. Hay brought \$20 per ton and was purchased by the lumber operators.

Capt. Rolfe bought his first bill of supplies of Dennis Fairbanks, paying \$50 per barrel for pork, \$20 for flour, \$1.00 per pound for tea and \$1.00 per gallon for molasses. As he used neither rum nor tobacco he does not give the price of those articles.

The first frame schoolhouse in Letter G was built by subscription in 1844, after the road was cut through from the Aroostook to the St. John Rivers, and was placed on the lot where the Maysville burying ground is now located. Previous to that time, however, a private school, the first in the town, was taught in a log house near the river by Miss Susan M. Hooper, afterwards Mrs. Daniel Duff.

Mr. John Allen came to the town in 1840 and made a clearing on the farm now owned by Mr. Samuel C. Greenlaw, and moved his family to their forest home in 1841. Mr. Allen obtained possession of a large number of lots in the town, among them being two treaty lots on the Aroostook River which were awarded to him in the report of the commissioners. Mr. Allen was for many years a prominent citizen of the town and amassed a considerable amount of wealth. He died a few years since at the home of his son in Riverside, Cal., and his remains were brought to his old home for interment.

In 1843 Mr. Augustus Allen, a son of John Allen, took up the lot which is now a part of the extensive farm of Mr. Columbus Hayford and during the same year Mr. John Welts commenced a clearing on the farm now owned by Mr. Frank B. Smith. After the State of Maine acquired possession of the town it was lotted for settlement and the lots were sold to actual settlers for the nominal price of fifty cents per acre, to be paid in road labor. Along the road from Presque Isle to Caribou the lots were soon taken up and the wilderness gave place to cultivated farms. Roads were also opened in other portions of the

town and settlers came in and established their homes upon this fertile township.

In 1858 a covered bridge was built across the Aroostook River a short distance below the mouth of Presque Isle Stream. This bridge was nearly four hundred feet long and cost \$6,000. The State appropriated \$3000 toward its construction and the balance was raised by individual subscriptions.

The town of Maysville was incorporated April 4, 1859, and in 1860 the population was 665. It increased to 758 in 1870 and 1141 in 1880. Maysville was wholly an agricultural town and though a town house and schoolhouse was built at a point on the main mail route from Presque Isle to Caribou, yet there was no village in the town, nor was there at the time of its incorporation any store or factory of any kind within its limits. Its growth in wealth and population was due wholly to its fertile soil. By the State valuation of 1876 the average amount of property to every person in the town was about \$200, which consisted almost wholly in farm property.

Among the enterprising farmers who came to the town in the years soon after its incorporation were E. E. Parkhurst, George A. Parsons, Columbus Hayford, C. P. Ferguson, Simeou Smith, T. M. Richardson, Silas Southard, Thomas Harris and others who helped give to Maysville an enviable reputation as an exceptionally fine agricultural town.

Mr. Daniel Duff was an early settler and a man well known and highly respected. Mr. Duff's farm adjoined Capt. Rolfe's on the south and his house was well known for its hospitable entertainment in the early days of the town. Mr. Duff was killed many years ago by a falling tree. Mr. Samuel C. Bennett is another of the early settlers. His farm is on the north side of the Aroostook River, his house being the first on the road after crossing the bridge. Mr. Bennett has been a much respected citizen of the town for many years and is still engaged in the cultivation of his fine farm, though somewhat advanced in years.

In the winter of 1882 petitions were presented to the Legislature asking for the annexation of the towns of Presque Isle and Maysville. The business of the town of Maysville was almost entirely transacted at Presque Isle village and the union of the two towns was a most natural one. The necessary legislation was secured and in March, 1883, the first annual meeting of the consolidated towns was held.

A postoffice had been established in 1877 at Maysville Cen-

tre, three miles from Presque Isle village on the Caribou road, with Mr. Edward Wiggan as postmaster. The name of this postoffice has not been changed and still bears the name of Maysville Centre, though now in the town of Presque Isle. By this annexation the town of Presque Isle now extends from Westfield on the south to Caribou on the north, a distance of twelve miles. It is bounded on the west by a portion of Chapman Plantation, the town of Mapleton and a portion of Washburn, and on the east by the town of Easton and the south half of Fort Fairfield.

On the morning of the first day of May, 1884, the entire business portion of the village was consumed by fire. The fire broke out in the early morning in the second story of Johnson & Phair's large store on the corner of Main and Fort Streets, and, as there was a strong wind blowing and the means of extinguishing were wholly inadequate, it soon spread until it enveloped the entire business part of the town and as people came in from the farming districts in the morning they beheld only a heap of smouldering ashes where the night before had stood a busy and thriving village. The citizens soon rallied from the shock of the great disaster and, before the ashes were fairly cold, temporary places of business were erected and trade was again resumed. The insurance companies were most liberal and the losses were soon adjusted in a generous manner and the citizens at once, with a cheerful courage, commenced the work of rebuilding. In a remarkably short time every vestige of the fire was removed, better buildings were erected, the streets were much improved and soon everyone came to feel that on the whole the fire was a blessing to the village.

In the spring of 1885 the town suffered from another disaster, the covered bridge across the Aroostook River being carried away by an ice freshet. The town immediately voted to rebuild, and one of the best bridges in the County was built during the summer, at a cost of about \$10,000.

During all these years the town had been making steady improvement in its social, religious and educational privileges. The first meeting house built in the town was the Congregational Church building, which was commenced in 1863. Since that time the number of church edifices have increased until there are now seven handsome and commodious churches in the town and each denomination is comfortably provided for.

As the town became more thickly settled, new school houses were built and the present Academy building was erect-

ed to supply the place of the old house which was destroyed by the fire of 1860. The trustees of the Academy had a fund from the State, which in 1883 amounted to about \$5,000. In the spring of 1883, by a vote of the trustees, this fund was turned over to Bishop Neely to aid in the establishment of a permanent school of a high grade. Satisfactory arrangements were made and the following year the pleasant and commodious buildings of St. John's Seminary were erected and the school was opened in September 1884, with about eighty pupils. In 1888 the town voted to pay the tuition of the high school pupils at the Seminary and appropriated \$1000 for that purpose, to which the State added \$250 under the Free High School Act. A contract was made with the school and upwards of ninety scholars were sent as town pupils. This arrangement has been continued to the present time (1892) and for the past two years the pupils sent by the town have numbered over one hundred. The school is a most excellent one and in it pupils are fitted to enter any college in the land.

There are in the village three graded schools, primary, intermediate and grammar, and the number of pupils has increased to such an extent that additional room must soon be provided.

There the twentyone suburban schools in the town, all of which are now supplied with good schoolhouses.

After the annexation of Maysville, the town plan was adopted and the schools were for nine years under the supervision of Mr. Edward Wiggin, during which time eight new schoolhouses were built and the others thoroughly repaired.

The year 1887 was a busy one in Presque Isle village. Soon after the fire of 1883, enterprising citizens, recognizing the need of more adequate protection, agitated the project of introducing a system of waterworks. A charter was obtained and the Presque Isle Water Company was organized in April, 1887. Contracts were made and the work of construction was immediately commenced. The supply was obtained from a clear spring brook, the dam being built on the high ground about a mile southeast of the village. The reservoir has a capacity of 25,000 gallons and is called Mantle Lake, from the name of the contractor. The elevation of the dam above Main Street is about one hundred feet, giving ample pressure for extinguishing fires in all portions of the village. To guard against emergencies, a pumping station was built near the railroad station and provided with a Worthington pump, with quick steaming boiler. The cost of the works was \$30,000. Thus the village is supplied with

most excellent water, the analysis of the Secretary of the State Board of Health placing it among the purest. A well organized fire company followed the completion of the water works and today Presque Isle is as well protected from fire as any village in the State.

During the same year an electric light plant was established, with the Edison incandescent system, and the lights were turned on in December, 1887. A sufficient number of street lights were provided and the village is now lighted at the expense of the town.

The fine Bank block was also erected the same summer by the stockholders and C. F. A. Johnson Esq. It is a handsome brick building costing about \$15,000.

Hon. Joseph B. Hall, who, as we have said, discontinued the publication of the Aroostook Herald in 1862 and removed to Portland, returned to Presque Isle in 1884 and again started the Herald. In the meantime the North Star, which had been so ably edited by the lamented Dr. Parker, had been sold to Mr. George H. Collins, and Presque Isle now had two live newspapers, each doing its best for the advancement of the interests of the town and County. Both papers heartily advocated the building of the Northern Maine railroad, as Mr. Hall during his former residence in Presque Isle had ever worked for the building of a direct line to Aroostook.

The history of the Northern Maine R. R. enterprise as well as the other projects for a direct route to the County will be found in the chapter on the railroad projects of Aroostook.

The First National Bank of Presque Isle was opened for business on January 2, 1888, with a capital of \$50,000, and is doing a safe and prosperous business. Its president, Mr. James W. Bolton, is one of the most reliable business men of the town and the directors are all men of business capacity and integrity.

Soon after the completion of the bank building, Mr. C. F. A. Johnson, who had long been one of the principal business men of Presque Isle, decided to remove to the West, and therefore sold his half of the building to Mr. George H. Collins, editor of the North Star, and that paper was moved to the most comfortable quarters of any newspaper in Maine.

Hon. Joseph B. Hall, editor of the Herald, died at Presque Isle on July 5th, 1889. He had labored long and devotedly to obtain direct railroad communication for Aroostook, but was not permitted to live to see the fulfillment of his desire. Mr. Hall was Secretary of State for three years, 1860, '61 and '62

and during his subsequent absence from the State he edited a number of newspapers in the West. He was faithfully devoted to the interests of Aroostook and labored untiringly for their advancement. After Mr. Hall's death the Herald was purchased by Mr. F. S. Bickford, now associate editor of the Brunswick Telegraph. He retained it, however, but a short time, and then sold it to Mr. Collins, who consolidated the two papers, and his paper is now published under the name of The Star-Herald.

In the winter of 1890, a charter was obtained for the Merchants' Trust and Banking Company of Presque Isle and the company was organized with a capital of \$50,000. During the summer of 1891, a handsome building was erected and fitted with every convenience for transacting the business, and in January, 1892, the new bank opened for business. Col. C. P. Allen, the first president of the Presque Isle National Bank, is president of the company and the directors are all men of careful business habits.

A number of other fine buildings were erected in the village in the summer of 1891, among them being the extensive block built by Mr. J. W. Bolton on the corner of Main and Fort Streets and the handsome office of Hon. T. H. Phair, opposite the Bank.

Presque Isle is well supplied with hotel accommodations. The Phair Hotel, kept by Mr. James H. Phair, is one of the most comfortable and homelike hostelries to be found anywhere in the country and offers superior inducements to those wishing a pleasant home in a healthy climate during the summer months.

The Presque Isle Hotel, a fine three-story building on the site of the first hotel ever erected in the town, is also a first-class house in every respect and its landlord, Mr. Geo. F. Whitney, is well and favorably known to the traveling public.

The Brooklyn House across the bridge is also a well kept hotel and is well patronized.

The village of Presque Isle is now one of the most enterprising and thriving villages in the State. Its business men are energetic and public spirited and are keenly alive to the best interests of the town.

After the consolidation of the North Star and Aroostook Herald, a new newspaper enterprise was started at Presque Isle. No Democratic paper was at that time published in the County. A stock company was organized and the Aroostook Democrat was started in the advocacy of the principles of that party as well as the general interests of the town and County. The pa-

per is now upon its second year and seems to have secured a sure foothold.

Socially, morally, educationally and agriculturally Presque Isle is a good town and has a promising future before it, when the completion of the Bangor and Aroostook Railroad brings it into more direct communication with the markets of the country. The population of the town by the census of 1890 was 3,046 and the valuation \$993,875, a greater valuation than any town in the County with the exception of Houlton.

ORIENT

The town of Orient, another of the coast towns of Aroostook County, lies immediately south of Amity and is bounded on the west by the town of Haynesville, and on the south in an irregular line by the town of Weston. The Monument Stream, flowing here with considerable volume in a southeasterly course, forms the eastern boundary for some two miles and a half. This stream then empties into North Lake, which becomes the boundary for nearly a mile, the coast line running nearly in a southerly direction until we come to the "thoroughfare," a narrow passage some half mile in length connecting North Lake with Grand Lake. The irregular coast of Grand Lake is then the boundary to the south line of the town. To speak more accurately, the channel of the lake is the exact boundary between the two countries, but this channel has not yet been definitely determined. The road from Houlton to Calais runs in a general southerly direction through the entire town, but the first settlement in the town was made near the shore of the lake a number of years before any road was built.

The first settlers who made a clearing on the town were William Trask, William Deering and James Lambert. These pioneers came in 1830. William Trask was from Kennebec County and he made his first clearing near the head of Grand Lake, a short distance below the thoroughfare, on the farm now owned by George Bubar. Mr. Trask made a farm here on the lake shore and lived upon it until about 1856, when he moved to Minnesota.

James Lambert came at the same time and settled on the lot next west of Mr. Trask. He remained on the lot until 1856,

when with Mr. Trask, he removed to Minnesota.

William Deering moved from Hodgdon to Orient in 1830 and settled on the lot near the shore of the lake on which Mrs. Jacob Peters now lives. William Philbrook had made a small chopping on the lot, but did not settle on it. This was in reality the first chopping made upon the town. Mr. Deering cleared the farm and lived on it until his death in 1842. Jacob Peters afterwards took this farm and lived on it until his death a year ago. His widow still lives on the farm.

Mr. Abram Longley was one of the pioneer settlers of Orient and came from the town of Dover not long after the settlers mentioned above. He settled on the line of the Calais road in the southern part of the town. A small lake in the rear of his lot still bears the name of Longley Lake and discharges its waters through a brook into Grand Lake. Mr. Longley was a well known resident of Orient for many years, and his house, after the Calais road was built through the town, was a well known stopping place for travelers and for teamsters upon the road. The old house is still standing but is now unoccupied and is one of the old landmarks along the road. Mr. Longley cleared a large farm and planted an extensive orchard which still bears quite abundantly. He died on the old place some twelve years ago.

Jeremiah Fifield came from Lee in 1836 and made a clearing in the extreme southern part of the town. He remained but a short time and returned to Lee.

Thomas and Robert Colyer were early settlers near the head of the lake and came not many years after Mr. Trask. Thos. Colyer settled on the lot on which Mr. Wm. H. McAllister now lives, and lived upon it until about 1856, when he removed to Wisconsin. Robert Colyer settled on the next lot north, where he made a farm and lived upon it until 1856, when he with Thos. Colyer, moved to Wisconsin.

Mr. Edwin Deering is one of the oldest settlers now living in the town. He is a son of William Deering and in 1835 settled near the shore of the lake on the lot now occupied by Daniel Bartlett. Here he cleared a farm and after living on it seven years moved to the lot near the thoroughfare, now owned by Mr. George Bubar. Mr. Deering lived on this lot fifteen years and then bought the Longfellow lot on the Calais road in the south part of the town, where he has since lived.

Mr. Marcus Peters came from New Brunswick about 1837 and settled on the lot south of the "Horseback," near where the

road turns from the Calais road towards the head of the lake. Mr. Samuel Newman of Amity had made a small clearing on the lot. Mr. Peters cleared the farm and lived on it until 1849, when he moved to Amity, where he remained but two years, and then returned to his old home in Orient, where he continued to live until his death in 1878. Mr. Peters was a man of sterling character and was well and favorably known throughout southern Aroostook. He served as deputy collector of customs for six years, and was a leading citizen of his town. His widow and son Isaac Peters, still live on the old homestead.

Patrick Hodnet came from Machias in 1840 and settled on the Calais road north of Abram Longley. He cleared a large farm here and lived on it until some ten years ago, when he moved to Danforth and died there. Mr. A. A. Robbins now lives on this farm.

Mr. Israel Miller came from Nova Scotia about 1840 and settled on the lot next south of Patrick Hodnet. He cleared a farm and lived on it until his death in 1885. Mr. John Byers then bought the farm and died on it last year. His widow still lives on the farm.

Charles Longfellow came from Machias about 1840 and settled on the farm where Mr. Edwin Deering now lives. Wm. Hawkins lived on the place a short time before Mr. Longfellow came. After living on the farm some eight or ten years Mr. Longfellow removed to Kansas.

John Colyer came from Miramichi about 1840 and settled on the lot near the thoroughfare upon which Mr. C. L. Packard now lives. He afterwards sold the farm to Messrs. Gates and Wentworth of Calais, and removed to New Brunswick, where he died. John Colyer, Jr., settled on the lot on the Calais road now occupied by Mr. Victor Peters and Mr. Fred Smart. He made a clearing on the lot and lived on it a short time and sold to William Deering and moved to the lot next north of Edwin Deering's, where he lived many years. He then sold the farm to Abram Longley and moved to Haynesville, where he now lives.

Jeremiah Sprague came from Houlton to Orient in 1845 and bought part of the Trask farm at the head of the lake. He lived on this farm ten years and then removed to Houlton. He afterwards returned to Orient and died at the home of his son, William Sprague, on the Calais road. William Sprague first came to Orient with his father in 1845. About 1860 he bought the lot on the Calais road, opposite Mr. Fred Smart's. Mr.

Sprague cleared this farm and lived on it twenty-five years. He then bought eighteen acres of Martin Longley near the turn of the Lake road where he built a neat set of buildings and where he now resides, but still owns the old homestead. Mr. Sprague has been a prominent man in the town during his residence there and held the office of postmaster for eighteen years.

As we enter the town of Orient in coming down the Calais road, after passing through Amity, we very soon come to the "horseback," upon which the road runs for a number of miles. This is a peculiar formation and seems to have been placed here by nature for the especial purpose of providing a roadway. It is a natural embankment of gravel, with broad stretches of low, swampy ground on either side for much of the way and for a number of miles forms the only route upon which a carriage road could be built.

Thomas Maxell was also one of the early settlers, and came from Gray about 1831 or 1832. He cleared a farm and lived upon it until his death in 1874. His son, S. P. Maxell, now has the farm.

In the southwest corner of the town on what is called the No. Nine road, are a few settlers and some quite good farms.

The town of Orient was formerly township No. 9, R. 1, and was incorporated as a town in 1856. Much of the town is still covered with forest and many of the farmers are more or less engaged in farming. Though there are some good farming sections, yet the town as a whole would not rank as a first-class town for agricultural purposes.

BRIDGEWATER

The original settlement of the County of Aroostook was in a large measure due to the immense amount of valuable timber found in its magnificent forests and along the many grand rivers and streams flowing through every portion of this fertile region. Years before any settler entered upon the northern portion of the County for farming purposes, with the exception of the Acadian refugees upon the upper St. John, the camp of the hardy woodsman was built in the midst of these then almost interminable forests, and in springtime large drives of timber were floated down the many tributaries of the St. John which find their

source in this northern county. It was the valuable timber, cut upon what was then disputed territory, that led to the troubles that culminated in the famous Aroostook War which drew increased attention to the rich lands of northeastern Maine. The march of the "posse" that came hither in martial array to exterminate the Bluenose trespassers not only hastened the settlement of the boundary dispute, but was also the forerunner of that more peaceful march which has ever since been continued—the march of the hosts of hardy pioneers who have come to this fertile region to make comfortable homes for themselves and their families.

One of the finest of the many beautiful streams by which this great county is so plentifully watered is the Presque Isle of the St. John. Having its head waters in Fort Fairfield and the old town of Maysville, it flows southward through the towns of Easton, Presque Isle and Westfield, then turning more to the eastward it continues through Mars Hill and Blaine and enters the town of Bridgewater some two and a half miles west of its northeast corner and flowing across that corner, crosses the boundary line into New Brunswick about a mile and a half south of the above named point. Some three-fourths of a mile before it reaches the boundary it receives the waters of Whitney Brook, a strong flowing stream traversing nearly the entire extent of the town of Bridgewater in a northeasterly direction, and a short distance below the junction of the two streams is a valuable mill privilege. It was at this point that the first settlement was made in what is now the town of Bridgewater.

The town comprises two half townships lying along the boundary line, and is bounded on the north by Blaine, and on the south by Monticello. On the west is the unsettled township of Letter D., Range Two. The northern half of Bridgewater, from which the town afterwards took its name, was granted by the State of Massachusetts in aid of Bridgewater Academy, and the southern half was granted in aid of Portland Academy.

In the year 1827, Nathaniel Bradstreet, with his sons, John and Joseph, came from Palermo, in Waldo County, and purchased the mill privilege spoken of above on the Presque Isle of the St. John, a short distance west of the boundary line. The Bradstreets came up the Penobscot and Baskahegan waters, then crossed on the old trail to the St. John River, ascending that river to the mouth of the Presque Isle, thence up the stream to their new home in the wilderness. Here they at once proceeded to build a dam across the stream and during the two

years following built a mill in which they commenced sawing lumber in 1829.

Joseph Ketchum and James Thorncraft came from New Brunswick in 1829 and took lots west of the mill lot and commenced clearing up farms. It is claimed that Mr. Ketchum cut the first tree upon the town for farming purposes, though the Bradstreets afterwards cleared up a large farm near the mill. Mr. Ketchum cleared up about 75 acres on his lot and on the 24th day of May, 1832, sowed the first wheat ever sown in the town of Bridgewater.

In the year 1835 Mr. Joshua B. Fulton came from New Brunswick, and in 1840 bought a lot south of what is now Bridgewater Corner, on the road now running from Houlton to Presque Isle.

At the time Mr. Fulton settled on his lot there was no road anywhere on the town, and his nearest neighbor on the north was at Presque Isle, some twenty miles distant. The road from Houlton was cut through soon after and Mr. Fulton and other early settlers paid for their lands at \$1.50 per acre in labor upon this road. Here Mr. Fulton cleared up a fine farm and reared a family of six sons and one daughter. Three of the sons went into the Union Army and all gave their lives to their country. Another son, Charles K. Fulton, is the present landlord of the Bridgewater Hotel, and John W. Fulton now resides in Gardiner, Me. The daughter is now living in California. Mr. Fulton still resides on the old place and is a hale old gentleman, and from him we received many reminiscences of the early settlement of this border town.

In 1840 Dennis and Orrin Nelson came from Palermo and took adjoining lots on the line of the Houlton road. Dennis remained but a short time and sold his lot to Mr. Fulton. Orrin Nelson cleared up the farm next south of Fulton's and remained there until his death, and his widow and sons still live upon the farm.

About this time Mr. John Young came to the town and settled near the mill and in 1846 removed to the town of Westfield, where his widow now resides.

A few years after Mr. Fulton commenced his clearing, Jonathan Loudon, John Burns and Thomas Kennedy came from New Brunswick and settled along the Houlton road in the Portland Grant, now the south part of the town. Mr. Loudon still lives with his son on the old farm.

Samuel Cook, Esq., of Houlton, was then agent for the

trustees of the two academies and sold the land to settlers as they came in for \$1.50 per acre. In 1840, Mr. Joseph Ketchum, who was then living upon his farm near the mill, bought 320 acres of land directly north of what is now Bridgewater Corner and commenced making a clearing. Work upon the road from Houlton to Presque Isle was commenced about that time and Mr. Ketchum built a frame house upon his new lot and at once started in the business of hotel keeping. James Thorncraft at the same time left his home near the mill and went into the wilderness some ten or twelve miles farther north on the line of the Presque Isle road, where he took up the lot in the town of Westfield now occupied by Mr. John N. Trueworthy. Mr. Ketchum cleared up a farm of about eighty acres near the hotel which he continued to keep until 1854, when he moved to the next lot above and there made a large farm, upon which he resided until his death in 1878. The hotel passed through a number of hands and was finally destroyed by fire in 1861.

In 1842 Mr. Samuel Kidder came from Kennebec County and took the lot next west of the Thorncraft lot, it being the third lot west of the mill. Here he cleared up a fine farm upon which he resided until his death in 1864. His son, James H. Kidder, afterwards kept the hotel at Bridgewater Corner and is the present efficient Register of Deeds at Houlton.

Mr. Cyrus Chandler came from Winthrop in 1844 and bought the Thorncraft lot upon which he made an extensive farm and built comfortable buildings. Mr. Chandler died about two years ago, his estate now being owned by his son, Mr. A. L. Chandler, the present Deputy Collector of Customs at Bridgewater.

Soon after Mr. Chandler came to the town, Mr. David Foster, also from Kennebec County, came in and took up the lot upon which is now the farm of Joseph C. Smith. This is now one of the best farms in the town and has a very handsome set of farm buildings.

In 1841 Messrs. Harvey and Trask bought the Bradstreet mill, and about the same time Mr. Wm. Hooper and Mr. A. T. Mooers commenced trading at the mill. Mr. Mooers remained but a short time and removed to No. 11, now Ashland, where he has since resided, and has for many years been one of the principal business men of that town.

Mr. Charles Kidder, who has long been one of the prominent citizens of Bridgewater, came from the town of Albion, Kennebec County, in 1845 and worked one year for Mr. Cyrus Chan-

dlar. The next year Mr. Jesse Moulton bought the mill of Harvey & Trask and opened a store near the mill and Mr. Kidder went into his employ as clerk, remaining in his employ for five years. Mr. Moulton built a clapboard mill which was afterwards carried away by a freshet. He continued to operate the mills until 1851, when he sold the entire business to Mr. John D. Baird, and the place is still known by the name of Baird's Mills. Mr. Baird tore down the old mill and built the mill now standing, in which he put a gang saw and also a shingle machine. In 1856 he built a grist mill with two run of stones, one for wheat and another for buckwheat and feed. Mr. Baird also continued business in the store until 1876, when he sold the mills and store to Mr. John E. Pryor. Mr. Pryor put in a rotary and another shingle machine and soon after sold to Hon. George W. Collins, the present proprietor. Mr. Collins has made extensive repairs and additions to the mill and dam and has put in a planer, groover and other machinery.

In 1850 Mr. C. F. A. Johnson came to Bridgewater and commenced trading and buying shingles in a part of Joseph Ketchum's house. He soon afterwards built the store in which the postoffice is now located. This store was built near the Corner and has since been moved farther down the road toward the boundary line. Mr. Charles Kidder was employed as a clerk for Mr. Johnson during the whole time of his stay at Bridgewater. Mr. Johnson did a large business here and was extensively engaged in lumbering. In 1856 Mr. Johnson removed to Presque Isle, where for many years he did a very extensive mercantile and manufacturing business, forming a partnership at first with L. S. Judd, Esq., and afterwards with Hon. T. H. Phair. The firm of Johnson & Phair were at one time the largest manufacturers of potato starch in the United States. A year or two since Mr. Johnson removed to Salt Lake City, where he resided for a time and is now very pleasantly located at Riverside, Cal., at which place he has purchased a large orange grove with a view of making a permanent home.

Mr. Johnson sold his store at Bridgewater to Charles Kidder and Jacob Jewell, who continued in business for four years, when the store passed into the hands of Mr. Rufus Mansur of Houlton, who soon after sold it to Hon. George W. Collins. Mr. Collins moved the store to its present site and in 1861 built the large store on the corner afterwards occupied by Mr. Bedford Hume.

Mr. Hume commenced business in Bridgewater as clerk for

John D. Baird about 1853. He remained with Mr. Baird some seven years and then purchased the Rideout farm opposite Mr. Cyrus Chandler's. Here he commenced the business of farming and trading, being extensively engaged in buying and shipping shingles. In 1865 Mr. Hume removed to Blaine and built at the corner the store now occupied by Mr. John Bubar. Here he continued in trade for a year or two, when he returned to Bridgewater and purchased the Collins store in which he continued to trade until his death something over a year ago. He was largely engaged in the lumber business, and also owned starch factories in company with Hon. Geo. W. Collins in Mars Hill and at Clark Brook in South Presque Isle.

Mr. Nathaniel Rideout came from New Brunswick in 1845 and purchased the lot opposite Cyrus Chandler's. He reared a family of eighteen children, his son John remaining upon the old farm until 1860, when he sold it to Mr. Bedford Hume. Members of this family still reside in Bridgewater, and the annual reunion of the Rideout family is an event always looked forward to with much interest by the citizens of the town.

One of the most stirring and energetic business men of Bridgewater is Hon. Geo. W. Collins, who is well known not only throughout Aroostook County, but also in other sections of the State. Mr. Collins came from the town of Ripley, in Somerset County, in the fall of 1860, and settled at Bridgewater Corner, where he leased the Johnson store and commenced trading. He soon afterwards purchased the store and a large tract of land adjoining. Here he built the new store and afterwards sold to Mr. Hume. After selling the store, Mr. Collins continued to do an extensive business of various kinds, being largely engaged in buying cattle and carrying on the large farm now owned by Mr. Fred Whited. He also had farms in Mars Hill. In 1871 Mr. Collins left Bridgewater, though still retaining much property in the town. He carried on business at a number of places and in 1876 returned and built a saw mill on Whitney Brook, at Bridgewater Centre. This mill had an up and down saw and shingle machine and was run by water power. He also built at the same place a tannery for the manufacture of upper leather, but had just got it in successful operation when it was entirely consumed by fire. He then sold the saw mill to Mr. T. G. Huntington and in a short time afterwards that was also burned. Mr. Collins then built a new mill near the site of the one burned and afterwards sold it to Mr. C. P. Church. He also built a new tannery for the manufacture of sole leather

and this too he afterwards sold to Mr. Church. In 1882 Mr. Collins built a steam shingle mill at Bridgewater Centre, which he still owns and operates. In 1878 Mr. Geo. Hibbard built the starch factory at the Centre which three years later Mr. Collins purchased and still owns. In 1886 Mr. Collins purchased the Baird mills at the boundary line and here he still does a large business.

As a farming town Bridgewater is naturally well up on the list of good towns in Aroostook and only needs proper means of communication with the outside world to make it a live and prosperous town. The stage road from Houlton to Presque Isle runs in almost a due north course through the middle of the town and there are fine farms along this road for the entire distance. From the Corner a road runs east to Baird's Mills near the boundary line. This is a very fine and well kept road and runs through a grand farming section. A substantial bridge some four hundred feet long is built across the stream above the mill and after crossing this bridge the road continues on away to the St. John River. A railroad is already in contemplation from Woodstock to Baird's Mills on the New Brunswick side and a subsidy of \$100,000 has already been obtained from the Provincial government. Should this road be built it would be of great benefit to the town, but its value would be as nothing compared with that of a road directly across our own soil to our own markets. The road from Woodstock would make of Baird's Mills virtually a Provincial village, while the building of a direct line would infuse into it the Yankee push and enterprise needed to make it a wide-awake place. Nature has done much for it, and it only remains for the railroad across Maine soil, and the business enterprises sure to be built up by Maine citizens to do the rest. A large portion of the western part of the town is still unsettled and is yet covered with its original forest growth. In this section there are grand swells of fine farming land which some day will be cleared up and made to support a much larger population than the town has today. Throughout all this forest tract there is still much good lumber and a large extent of this portion of the town is still in the hands of proprietors. The trustees of the academies held the land with the exception of what was sold to settlers until about 1856 when the Bridgewater grant was sold by the State for taxes and was bought by Isaac R. Clark of Bangor, who afterwards sold it to John D. Baird. Of this tract Hon. George W. Collins afterwards bought some 6,000 acres.

Bridgewater was incorporated as a town in 1858. The population increased from 143 in 1850 to 722 in 1880 and the recent census makes it together with the very few settlers upon the adjoining township of Letter D., 030. The valuation of the town last year was \$148,354, and the rate of taxation fourteen mills on the dollar.

CARIBOU

Caribou is one of the busiest and most thriving villages in Maine. Its situation is picturesque and reminds one of a Swiss village, as a large part of the thickly settled portion of the town is located upon the sloping hills which rise from the river and stream and give to the village a most beautiful background as one views it on entering by the road from Presque Isle. The village is situated on the Caribou Stream, a short distance above the point of its confluence with the Aroostook. The town of Caribou, like Presque Isle and Fort Fairfield, comprises two full townships and embraces an area of twelve miles long by six miles wide. The township in which the village is situated was originally known as H., Range 2. The Aroostook River enters this town on its southern border and flowing completely across the town makes an abrupt turn near the line between H. and I., Range 2, and doubling upon itself forms one of the "ox bows" so common on this tortuous river, and leaves the town on its eastern line, flowing into Fort Fairfield and thence to the St. John. A strip containing 10,000 acres on the east side of this township, H., was years ago granted by the State of Massachusetts to Gen. Eaton of that State for meritorious services rendered during the war with Tripoli, and this strip was known for a long time as Eaton Grant, and was afterwards organized as Eaton Plantation.

As the granting of this tract of land connects Caribou with the early history of our nation, it will be interesting to give a somewhat detailed account of the circumstances which gave rise to this action by the Massachusetts Legislature. Gen. William Eaton was in command of the land forces sent to Tripoli to unite with our fleet in bringing that piratical state to terms. Landing at Alexandria, he succeeded in forming an alliance with Hamet, the ex-bashan of Tripoli, who had been dethroned and expelled

by his brother, and uniting his forces with those of Hamet, started from Alexandria on the 6th of March, 1805, on his westward march of more than 1000 miles. This march was attended by almost unparalleled suffering, peril and fatigue, and on the 25th of April Eaton and Hamet arrived before Derne, the capital of a large province of Tripoli. In answer to General Eaton's summons for the surrender of the place, the governor returned the laconic reply, "My head or yours." On April 27th Eaton assaulted the city, the American squadron having arrived in the bay and taking part in the action. After a desperate contest of nearly three hours the place was carried at the point of the bayonet, the governor and many of his adherents fleeing to the desert. This, together with other successful operations on the part of Gen. Eaton, brought about the termination of the war and the release of a large number of American prisoners. On the 4th of March, 1806, the following resolve was passed by the Legislature of Massachusetts:

"Whereas in a rising republic it is highly important to cherish that patriotism which conquers a love of ease, of pleasure and of wealth, which prompts individuals to a love of their country and induces them to embrace every opportunity to advance its prosperity and happiness, as well by ameliorating the fate of those citizens whom the fortune of war has thrown into captivity, as by cheerfully contributing to its support and defence; And whereas the love of enterprise, when guided by a just sense of propriety and benevolence, may become the parent of many virtues and a state is sometimes indebted for its safety to the virtues and undaunted courage of a single man; And whereas the Senate and House of Representatives of this Commonwealth are desirous to perpetuate a remembrance of the heroic enterprise of William Eaton, while engaged in the service of the United States, whose undaunted courage and brilliant services so eminently contributed to release a large number of his fellow citizens, late prisoners in Tripoli, from the chains of slavery and to restore them to freedom, their country and their friends; Therefore, Resolved:—That the committee for the sale of eastern lands be and are hereby authorized and directed to convey to William Eaton, Esq., a citizen of this commonwealth, and to his heirs and assigns a tract of land to contain ten thousand acres of any of the unappropriated land of the Commonwealth in the District of Maine (excepting the ten townships on the Penobscot River). And be it further resolved, that His Excellency, the Governor, be requested, as soon as conveniently

may be, to cause to be transmitted to the said William Eaton an authentic copy of this resolution."

This tract of land was surveyed by Park Holland and was conveyed to Gen. Eaton by deed dated January 28, 1808, and is now a part of the town of Caribou.

In 1859, that part of "H., R. 2" lying west of the Aroostook River and comprising a tract six miles long and about three miles wide was incorporated as the town of Lyndon, Eaton still remaining a plantation. There was also a strip of land lying east of the Aroostook River, between the river and the west line of Eaton Grant, which was not included in either organization. This territory was organized for election purposes, or, as some of the old settlers used to say, "for electioneering purposes," as the plantation of Sheridan. Township I, Range 2, lying north of Lyndon, was also organized as the plantation of Forestville. In 1869 the plantations of Eaton, Sheridan and Forestville were annexed to Lyndon, thus making that town to include the two entire townships of H. and I., Range 2, and comprising a tract twelve miles in length by six miles in width. The name of the town was subsequently changed to Caribou, by which name the village had always been known.

The first man to make a settlement within the limits of the present town of Caribou for the purpose of making a farm was Mr. Ivory Hardison, who came from the town of Winslow, in Kennebec Co., in the spring of 1839 and took the lot on the line of the present road from Presque Isle to Caribou, now occupied by his son, Oliver Hardison, and Mr. Henry Fish. After taking up his lot Mr. Hardison returned to Winslow, and though he came back in the spring of 1842 and made a clearing on his lot, did not move his family and establish a permanent residence in his now home in the forest until the spring of 1843.

In the meantime Mr. Alexander Cochran of New Brunswick had made a small clearing at the mouth of Caribou Stream and had erected a rude grist mill.

In 1843 Col. Harvey Ormsby came from Denmark, in Oxford County, and took up four lots in the western part of the town near the south line. He was a very eccentric man, but a man of much energy and business ability. He engaged successfully in farming and lumbering for a number of years and then sold his property in Caribou and moved no one knew whither.

In the spring of 1843 Messrs Winslow and Hiram Hall came from Hartford in Oxford County, and settled a short dis-

tance south of Mr. Hardison. Hiram Hall cleared the farm afterwards known as the Tuck place, and built the large barn now standing on the farm. He afterwards removed to Minnesota. Winslow Hall cleared the farm now occupied by his G. C. Hall, and after living upon it fourteen years, during a part of which time he was engaged in trade, removed to Presque Isle.

In March, 1844, Hon. Samuel W. Collins and W. A. Vaughan came from Calais and bought of the State four lots each, including the present mill site and also the site of the Vaughan Hotel. They paid for this land one dollar per acre, three-fourths of the price being paid in road labor and one-fourth in cash.

A blacksmith by the name of Williams then had a chopping of about four acres near where the village burying ground now is, and David T. Adams had a small clearing on what is now the Moses Thomas farm. There was also a small clearing near the mouth of Caribou Stream. With the exception of these few openings, the territory now comprised in the village and vicinity was an unbroken wilderness. At that time Alexander Cochran had a small mill with one run of stones at the mouth of Caribou Stream. Winslow Hall lived where his son, Mr. G. C. Hall now lives, and had ten acres cleared and a small log house built. There was then no store nearer than Towle's at Presque Isle.

Immediately upon arriving and locating their land, Collins and Vaughan commenced clearing away the forest near where the grist mill now stands, and hewing the timber upon the spot, before the snow was off the ground had the frame of the present grist mill up and ready for boarding. As soon as the ice left the river they towed a raft of boards up from Fort Fairfield and finished the mill. They had two run of stones and a cleanser. They hauled one set of stones from Lincoln to Ashland, where they placed them on a raft and floated them down the Aroostook River to the mill. The other set was towed on a raft up the St. John and Aroostook Rivers from New Brunswick. They commenced grinding in the fall of 1848. They also opened a store gor, and afterwards bringing them in boats up the St. John and Aroostook, the New Brunswick legislature having passed a law in a room in the grist mill, at first hauling their goods from Ban-allowing goods to come through in bond.

Among the first settlers who came after Collins and Vaughan were George and Cephas Sampson and Mr. Watson Starbird.

In 1845 Collins and Vaughan built on the site of the present mill a large saw mill with one up and down saw and a clap-

board machine. This mill was burnt in the winter of 1848 and rebuilt in the following year. In 1863 the mill was again destroyed by fire and the present fine mill was built during the same year.

The first school taught in Caribou was a private school started in a log house in 1848 by Miss Mary Ann Hardison, sister to Jacob Hardison and to Mrs. S. W. Collins. The first schoolhouse was built in 1851 on the spot where the present village schoolhouse stands.

In 1852 Collins & Vaughan built a tannery on the Caribou Stream below the grist mill. This tannery was operated by William Farrell, who bought hides of the farmers and also of the lumbermen who sometimes drove beef cattle into the woods to be slaughtered. Mr. Farrell also manufactured the leather into thick boots for the lumber trade. Collins & Vaughan also built a blacksmith shop the same year and employed Benj. Annis, who was the first blacksmith in the town.

They also built the first store in Caribou in 1855. The building is still standing and is now occupied by Mr. John Anderson as a boot and shoe shop.

No meetinghouse was built until 1860, when the Union house was erected, but religious meetings had previously been held in the schoolhouse.

In 1858 Sylvester Washburn built a sash and blind factory near where the present factory is located. It was afterwards destroyed by fire and rebuilt. The next year Mr. Washburn built the house afterwards occupied as a hotel by J. W. Gary and Harry Small. This house was burned some seven years ago, and has not been rebuilt.

The second store erected in Caribou was built by D. F. Adams about the year 1860, soon after which another store was opened by Mr. Nathaniel Bartlett. In 1862 John S. Arnold built the store now owned by Mr. Alba Holmes, and in 1867 Sawin & Teague started in trade. They first opened a store in the old tannery building, and afterwards moved into the large new store built by Mr. W. A. Vaughan and now occupied by Samuel Taylor. Since that time the number of stores has increased until there are something over thirty in the village today.

The first bridge across the Aroostook River at Caribou was built in 1863. The State appropriated one-half of the cost and the citizens contributed the other half.

In 1871 Mr. Alba Holmes started the first potato starch factory in Aroostook. The building was built by Mr. J. C. Barnes

of Fort Fairfield for a woolen mill, but was never used for that purpose. A carding machine was run in the building until Mr. Holmes purchased it and converted it into the largest starch factory in the United States if not in the world. Mr. Holmes still continues the business of manufacturing starch, and distributes among the farmers a large amount of money each year for potatoes. He also does a large business in the manufacture of cedar shingles and his enterprise adds much to the business activity of this thriving town. There are two other starch factories in the town, one owned by Howe & Taylor, and the other by F. M. York, Esq., About 500 tons of starch was manufactured in the three factories last year. This was a light make, as the high price of potatoes for shipping prevented the factories from receiving as large a stock as usual.

In 1872 Rev. W. T. Sleeper commenced the publication of the North Star at Caribou. Mr. Sleeper at once undertook the work of making known the resources of the Aroostook Valley, and seeing the need of some better means of communication with the outside world, suggested the idea of building a narrow gauge railroad up the Aroostook River from Andover, N. B., to connect with the New Brunswick Railway which was then in process of construction. Mr. Sleeper first suggested a road with wooden rails, which idea was much ridiculed at the time. The articles in the North Star, however, attracted the attention of railroad men and the consequence was that the idea began to be earnestly considered. The outcome of the discussion was that a charter was granted by the Legislature in the winter of 1873, and the Aroostook River Railroad Company was incorporated. This company had the right to construct a railroad from the boundary line to Caribou with wooden or iron rails as they saw fit. The idea of the wooden rails was soon abandoned, and the New Brunswick Railway taking hold of the project, a narrow gauge railroad with iron rails was completed to Fort Fairfield in 1875 and by the energy and enterprise of the people of Caribou the road bed was made ready for the rails and the track continued to Caribou in 1876.

From that date the growth of the town has been steady, healthy and continuous. The citizens of Caribou are an enterprising, energetic people and are always awake to any movement which promises to add to the business of the town or to increase its social or educational advantages. The town has an air of business push and the men of the town have that off-hand, breezy energy more often seen in the new towns of the far West.

Like other thriving villages in Aroostook, Caribou depends for its support and for the sure basis of its business upon its grand outlying agricultural region and upon the immense supply of cedar and spruce lumber growing upon all the lands in its vicinity.

No abandoned farms are found in this section, and a stranger riding through the country would at once pronounce it the home of a peaceful, happy and prosperous people.

That part of the old township H., R. 2 which lies on the west side of the Aroostook River, and which once formed the town of Lyndon is a solid block of fine farming land with hardly a waste lot upon the whole tract.

The road from Presque Isle to Caribou runs through this tract on a line nearly parallel with the Aroostook River, the farms on the east side of this road having a frontage on the road and stretching away back to the river. Hardwood Creek crosses this road about a half mile north of the Presque Isle line and flows down into the Aroostook River. A saw mill is built upon this creek, which is a great convenience to the settlers in the vicinity. Something over two miles from the Presque Isle line on this road is a post office which still bears the name of Lyndon, the name of the old town. The office is kept by Mr. G. C. Hall, a son of Mr. Winslow Hall, who was one of the original settlers of this region.

The mail runs from Presque Isle to Caribou every morning and back at night for the accommodation of all the residents along the road, another office being established at Maysville Centre, three miles from Presque Isle village. The through mail between the villages is carried upon the train.

The land included in the "ox-bow" formed by the Aroostook River as it bends, and turning upon its course, runs southward again through a part of what was formerly Eaton Grant is splendid farming land. About midway in this bend of the river, on a beautiful elevation, is the farm of N. S. Lufkin, Esq., one of the oldest settlers on the tract. When Mr. Lufkin settled here he could look down upon the village of Caribou and could see but five lights, and they made by tallow candles, while now of an evening he can look upon a thriving village with its streets and business houses lighted by electricity and the bright lights flashing from hundreds of windows of comfortable homes.

The population of the section now included in the town of Caribou was in 1860 about 800. In 1870 it had increased to

1410; in 1880 to 2756, and in 1890 to 4087, being the largest population of any town in the County. This large increase in population is in a great measure accounted for by the fact that the northern portion of the town is almost entirely inhabited by French settlers who are a very prolific people. The valuation of Caribou in 1880 was \$337,388, and in 1890 \$780,439.

We append the following personal reminiscences of Mr. Jacob Hardison, one of the earliest settlers of the town. Mr. Hardison died at Caribou March 27, 1891. He was a valued citizen and was widely known as a man of sterling integrity and sound judgment:

"In the spring of 1839 my father, Ivory Hardison, and myself, then a boy 15 years old, with one or two other men, left our home in the town of Winslow, Kennebec County, Maine, to seek a new home in the wilderness of Northern Aroostook.

"As there was no road from Houlton to Presque Isle at that time, our only way was to take the Aroostook road leading from a point in the military road from Mattawamkeag to Houlton, about seven miles north of Mattawamkeag through Patten to Township 15, Range 5, and from there to Ashland there was only a winter road.

"Over these roads we managed, with no little difficulty, to haul our scanty supplies. We at last reached Masardis, the end of the road, having been five days on the way from Patten, a distance of thirty seven miles. Here we stopped a few days with the few settlers who had collected on the bank of the Aroostook River to rest and look for settling lands.

"We soon decided to go further down the river, so sending our team back to Patten, we constructed a raft and packing our supplies on it, set adrift to seek a place that suited us better.

"With the swift current of a spring freshet we reached the mouth of the Presque Isle Stream in one day. Here we met Mr. Cunningham, who was surveying on letter H., R. 2 (Caribou) about 12 miles below, and who advised us to go down with him. Following his advice we floated on down the river, landing at an old lumber camp located on the east side of the river on what was afterwards known as the Hall farm, which the English had occupied the winter before, but on hearing the clanking of arms and the tread of the State militia had fled to safe quarters, leaving timber cut in the woods, throwing logs from their sleds and leaving tons of fine timber on the landings, and even leaving their cooking utensils in some instances. On the landing just below their camp on the lot afterwards occu

plied by father, was to be seen a large pile of pine timber that they left, which after the Ashburton Treaty, they were allowed to run down the river to St. John, by paying stumpage to the State.

"We remained at this camp till a location was settled upon, which was soon done. Going about half a mile west of our camp we built a bark shelter and commenced to clear on the lot now occupied by my brother, Oliver, and Henry Fish.

"Later we joined the surveying party and helped finish the survey of the township and locate the road as now traveled from Caribou to Presque Isle.

"In the fall we returned to Winslow, and in the spring of 1842 father and I returned to Aroostook. During our absence a road had been partly constructed between Houlton and Presque Isle and we came that way, but before reaching Presque Isle the road was so bad that we were obliged to leave our wagon and pack our scanty supplies, including a little corn and two bushels of wheat on our horses. Upon reaching the Aroostook River in Maysville we followed it down to our new home.

"We then set to work burning and clearing the chopping we had made, and planting our wheat and corn.

"During the first four months of our stay we saw no one, but in the fall Harvey Ormsby and John T. Pike, who were also seeking homes for themselves, came and stayed with us several weeks. We had already commenced to build a log house, and our visitors helped us finish it. It was of squared timber and in one end had a huge stone fireplace that would burn wood four feet long.

Having harvested our small crop of corn and wheat and hauled a large supply of wood to our door, we, in December, started for China, Me., where our family then was.

"On February 14, 1843, we started again for Aroostook with our family and household effects. The family consisted of father, mother and seven children.

"As no road had been opened from Presque Isle to Caribou, upon reaching the Aroostook River, we drove down it upon the ice. On February 28, 1843, we reached our new home, and if ever there was a happy family we were one that night. Mother cried for joy. We were "monarchs of all we surveyed."

"We had no neighbors within four miles. Soon after our arrival the snow became very deep, and as we had no snow shoes it was impossible for us to get out of our clearing. Our supplies began to run short but we had the Canada corn which

we had raised the year before. For six weeks the bread, which was our only food, was made from meal ground in a small coffee mill. On the crust, in the spring, we boys hauled our first grist of corn on a handsled to the old Cochran mill, which stood at the mouth of the Caribou Stream. The original Cochran mill was a very primitive affair, consisting of one run of stone, which were split from a granite boulder on the bank of the river and rafted down. The bolt for separating the flour from the bran and hull was made of narrow strips of wood set up edgewise and set at an angle of 40 degrees so the flour would pass through and the bran and hull would pass down under the mill, where he kept a few hogs on the bran at the expense of his neighbors, who were ignorant of its quality. Mr. Cochran made the first opening in this town in order to get a mill site.

"We made the first break in the forest of this town for the purpose of making a farm. On one occasion the Cochran boys went hunting and struck the trail of a caribou. Their dogs took the trail and run the caribou down the river on the ice. The old man at the mill heard the barking of the dogs and went to the river bank, and with an old fowling piece managed to wound the animal so that the dogs caught and killed the caribou as he turned up the creek, and from that event originated the name of Caribou Stream.

"In March, Harvey Ormsby returned with his family and settled in the western part of the town some three miles from our place. They, for a year, were our nearest neighbors.

"During the summer the State grubbed the road as now traveled from the Aroostook River in Maysville (it having been built to there before) to Caribou Stream. In the winter of 1843 Hiram and Winslow Hall, with their families, moved from Oxford County and settled within half a mile of our place.

"In the spring of 1844 our worthy townsman, S. W. Collins, and his partner, W. A. Vaughan, commenced to erect a grist mill which has since been remodeled, and is still standing upon the old site.

"They also erected a saw mill which was afterwards burned and the one now owned by Mr. Collins was erected on the old site.

"Our town grew fast and soon nearly every settling lot was taken. It was incorporated as the town of Lyndon in 1859, and afterwards changed to Caribou, which name the village and stream always bore."

J. HARDISON.

WASHBURN

The main stream of Salmon Brook rises in a beautiful little lake in the northern part of the town of Perham and flowing in a southeasterly course enters the town of Washburn near its northwest corner. The east branch of Salmon Brook rises in the eastern part of Perham and flowing southeasterly across the southwest corner of the town of Woodland, enters Washburn through its northern border, about a mile and a half from the northwest corner of the town. These two fine streams flowing in a southerly direction through the eastern part of the town of Washburn, gradually converging, unite in one strong flowing stream about a mile above its junction with the beautiful Aroostook River. On the western bank of this stream is a lovely plain rising gradually as it recedes from the water until it terminates in a gringe of green forest at the top of the gentle slope. On the eastern side of the stream, below the mouth of the east branch, the land rises somewhat more boldly, but by no means steep, and presents a clean, smooth, verdant slope, as it is seen from the opposite side. On the beautiful plain upon the west side of Salmon brook is situated the principal part of the pleasant village of Washburn, though the recent growth of the village has extended across the stream.

The town of Washburn was formerly known as Township No. 13, R. 3, W. E. L. S. It is a single township, six miles square, and is bounded by Woodland on the north, Caribou on the east, Wade Plantation on the west, and has Mapleton for its neighbor on the southern border.

The first settlers on the township, like those of nearly all the towns along the Aroostook River, came up the river from New Brunswick many years ago and settled along the river bank.

The oldest settler of whom we can obtain any account and probably the first white man who made a home in what is now the town of Washburn was Nathaniel Churchill who came with his family from New Brunswick in 1826, and settled on what is now called the Stratton flat near the mouth of Salmon Brook. He remained there some five years, when he moved farther down the river and settled on Oakes' island. He continued at this place until 1833, when his wife died and he returned with his children to Brunswick. In 1839, having married again, he came

back up the river with his family and settled on the lot where his son, Job Churchill, now lives, some four miles down the river from the town of Washburn. When Mr. Churchill returned a number of settlers had taken up lots along the river and he was no longer alone in the wilderness.

In 1837 Thomas McDonald came from Miramichi and settled on the north side of the Aroostook about a mile below the mouth of Salmon Brook. His son, Mr. John L. McDonald, still resides upon the lot which is now a handsome farm with commodious buildings and fertile fields.

Soon after that Wilder Stratton settled on the lot first taken up by Nathaniel Churchill and his children still occupy the farm, having a beautiful residence on the height some distance back from the river. Mrs. A. W. Stratton, an accomplished writer and a well known contributor to numerous publications, is at present living there.

The first settler in what is now the village of Washburn, and the pioneer business man of the town, was Isaac Wilder, who came to Aroostook from the town of Pembroke in Washington County, about the year 1840. Mr. Wilder remained for a time at Fort Fairfield where he worked on the barracks as a carpenter, then pushing on up the river he built a saw mill in the dense wilderness on the banks of Salmon Brook. At that time the only settlers upon the town were the few who were located on the Aroostook River in the southwest portion of the township. As late as 1844, in the report of the Commissioners of Maine and Massachusetts who in that year visited this section to adjust the settlers' claims, we find mention of but twelve of these settlers along the river bank in 13, R. 3, now Washburn. These were Peter Bull, Nathaniel Churchill, Jabez S. Currier, Joshua Dunn, John Hicky, Lawrence Farrel, Wilder Stratton, Elizabeth, widow of William Mumford, Joshua Christie, Job Churchill, Stephen Harris and Ebenezer Esty.

The State of Massachusetts then owned the town, as the mother State still held each alternate township in this eastern wilderness.

At the time of Mr. Wilder's coming there was no road in in the township, the river being the only thoroughfare. The mill contained an up and down saw and clapboard machine. The boards and other long lumber were rafted in the water, and upon these were piled the clapboards, and the rafts were floated down the stream to the Aroostook River, thence down to the Aroostook Falls, where the lumber had to be taken from the water,



FARM BUILDINGS OF ARTHUR GINN, CARIBOU

hauled by the falls, rafted again below and thence floated out into the St. John and down the river to Fredericton.

With Isaac Wilder, came his brother, Charles Wilder, who settled and commenced a clearing near the mouth of the stream.

In 1843, Charles O. Stoddard came from Perry, in Washington County, and settled on the bank of the Salmon Brook stream a short distance below the mill. In the same year Robert Wilder, brother of Isaac, came from Pembroke and made a clearing next above Stoddard, and with him from the same town came Samuel Bugbee, who settled on the adjoining lot below Stoddard.

In 1843 also came Hiram Braddock, who moved from Calais and made a home on the north bank of the Aroostook, about half a mile below the mouth of Salmon Brook. Soon after these settlers came they cut the road through from the mill to the Aroostook River at the mouth of the brook. This was for some years a road through the woods, hardly passable for teams in summer, and was not turnpiked until 1846. In 1845 the road was cut through from the south bank of the Aroostook, opposite the mouth of Salmon Brook, to what was then called the "State Road," leading from Presque Isle to Ashland. By fording or ferrying across the Aroostook, the settlers near Wilder's mill had communication by means of this road with Presque Isle where much of their trading was then done.

In the winter of 1844—45 the township was organized as the plantation of Salmon Brook and the same year a school was established in the house of one of the settlers. Some three years later a schoolhouse was built near where the village cemetery is now located. In this house religious meetings were held from time to time and occasionally a faithful missionary penetrated these wilds and preached to the settlers.

In 1850 a road was commenced from Wilder's mill toward Caribou. Later on this road was continued to Caribou village and is now a fine smooth turnpike running through a magnificent farming section.

In 1850 Gould Crouse and his sons, Jerry, Abram and William, came from New Brunswick and settled on the Aroostook River in what is now known as East Washburn.

Joshua Dunn, a brother of Elbridge Dunn, Esq., of St. John, then lived on the lot which is now the beautiful homestead of Mr. Jerry Crouse, and sold the lot to the elder Crouse.

In 1852 Mr. Theodore Wilder came from Pembroke and commenced the farm now owned and occupied by Mr. S. W.

Tabor, on a fine swell of land some two miles northeast of the village.

Settlers came slowly for a time, a few making clearings on the new road toward Caribou, and quite a number coming after the Editorial Excursion in 1858, the reports of which made the country better known to the outside world.

Isaac Wilder kept a few goods for sale at his mill, but no store was built in the town until 1860. In that year Chauncy Harris built a store, and in 1861 rented it to Mr. Nathan Perry, then from Bangor, who traded in it for a short time and then moved to Presque Isle. In 1865, Benjamin Wilder, a son of Robert Wilder, built another store where he traded until 1871, when he sold out to Nathan Perry, who still continued his business at Presque Isle, his sons attending to the branch store at Salmon Brook. In 1880 Mr. Perry sold out the business to Farnham Bros., who are today the principal merchants and resident business men of the town.

Isaac Wilder continued to own and operate the mill until 1879, during which time it was twice burnt and rebuilt. In 1879 Mr. Wilder sold the property to Messrs. Johnson & Phair of Presque Isle, and died not long afterward. This firm and the branch firm of E. J. Johnson & Co. continued to operate the mill and increase the business until the firm of Johnson & Phair was dissolved some three years ago and the property came into the hands of Hon. T. H. Phair, the present owner.

The present village of Washburn has been mainly the growth of the last ten years, though the settlement received quite an impetus from the establishment of two starch factories, built by Mr. Miller of New Hampshire, the one at the village about 1875 and that at East Washburn a few years later. Both of these factories are now the property of Hon. T. H. Phair.

The town of Washburn was incorporated in 1861 and was named for Gov. Israel Washburn, from whom the town received a present of a library of two hundred choice volumes. By the census of 1880 the population of the town was 809, and by that of 1890 was 1097. The valuation of the town was \$100,243, which in 1890 had increased to \$215,341.

Adjoining Washburn on the west is Township 13, R. 4, organized as Wade Plantation, but generally known as Dunn-town. The Aroostook River flows across the southeast corner of this township, and there are numerous settlers along the river on either bank. The road from Washburn to Perham crosses the northeast corner of the township. Farnham Bros. pur-

chased 10,000 acres in the northern part of this township some years ago and have a tract four miles long by one wide, along the Perham line already lotted for settlement, and a road running through the middle of the tract on the line between the tiers of lots. These are all first class settling lots, and there are fifteen lots on the tract still unsold. They will soon run out another tract into 48 lots of most excellent settling land. They sell these lots for \$3.00 per acre to settlers and make no reservation of timber. Settlers are required to pay \$50 down and are allowed all needed time on the balance if interest is paid. The southern part of this town is owned by the Dunns. The Aroostook River runs for a distance of about five miles through the southeast portion of the township and on each side of the river are roads leading to Washburn village. The lots along the river are all taken and there are already some excellent farms. There are two schoolhouses in this part of the plantation and one has already been established among the settlers on the Farnham block. With the exception of the lots along the river and the Farnham lots the township is still in its wilderness state and is for the most part excellent settling land. In the southeast portion of the township on lots number 23 and 24 lying south of the Aroostook River is the deposit of iron described in the report of the scientific survey of the State of Maine. Should a railroad ever run in the vicinity these lands would probably be valuable for the iron ore, which could then be profitably worked.

Wade Plantation was first organized in 1859. In 1862 it lost its organization and was not reorganized until 1874. The population by the census of 1890 was 158.

SHERMAN

The southern portion of Aroostook County comprises an area of five ranges of townships in width from east to west and extending about fifty-five miles northward from the County of Washington and the eastern shoulder of Penobscot. At the northern extremity of this strip, the county extends three ranges of townships farther to the west along the the northern border of Penobscot, and two townships farther north the southern line of the county extends across the entire State. The towns along the western border of this southern portion of Aroostook are

watered by tributaries of the Penobscot, and it was the vast lumber business of the Penobscot that first induced settlers to enter upon the fertile lands of this part of the County. Lying along the western border of Penobscot County, the fourth township north from the extreme southern line of Aroostook, is the goodly town of Sherman, one of the most enterprising as well as one of the best in an agricultural point of view of the southern Aroostook towns. The old West Aroostook road branches off from the Military road in the town of Molunkus, near the southern border of Aroostook and continuing northward through Molunkus, the wilderness township of No. 1, R. 5, Benedicta and a portion of Sherman, then veers to the westward into Penobscot County and runs up through the towns of Staceyville, Patten and a portion of Mount Chase, re-enters Aroostook about mid-way of the town of Hersey and extends away north to the St. John River at Fort Kent. The length of this road from the "mouth of the road" in Molunkus to its terminus at Fort Kent, is upwards of 125 miles and it is now the longest stage route in the State. As early as 1832, this road was cut through nearly to the south line of Sherman, then known as No. 3, Range 5.

In that year Mr. Alfred Cushman of Sumner, Oxford County, the pioneer settler of Sherman, came in and took up a lot on the west line of the town some two and a half miles north of the southwest corner. The town then belonged to the State of Massachusetts and Mr. Cushman bought 200 acres of land, paying \$1.75 per acre in cash and taking a deed from the Land Agent of Massachusetts. Mr. Cushman's lot was in the midst of a vast wilderness, the fair town of Patten and all the country for many miles northward being at that time covered with its original forest growth and the country untenanted save by the crews of hardy lumbermen who had their winter camps along the rivers and streams which traversed this grand forest tract. Having made a small clearing and built a primitive habitation, Mr. Cushman next year moved his family to their new home. The road from Molunkus was then hardly passable for teams except in winter and Mr. Cushman and his wife and three children walked in from the mouth of the road, he carrying the fourth child, an infant, in his arms for a distance of eighteen miles.

The lot upon which he settled was a beautiful slope of fine productive land and he at once went to work to clear away the forest and make a farm. His market was at the lumber camps nearby, and his hay and grain sold for remunerative prices. His first crop of hay brought him \$25 per ton and the price for

grain was in proportion. Mr. Cushman tells of enormous crops raised upon his farm in these early days, having one year 210 bushels of ears of handsome corn on an acre, and raising 77 bushels of fine wheat from one bushel of seed. The old gentleman is still living upon the old farm, which is now in the midst of a beautiful cultivated section, with broad and fertile fields extending in every direction over the slopes that were covered by the greenwood trees when he first made his settlement here in the forest. Four stalwart sons did faithful service in the Union army and this old pioneer is now enjoying the twilight of life, tenderly cared for by his children and enjoying the respect of the community in which he has lived so long.

The year following Mr. Cushman's settlement the road was cut through nearly to Masardis, and in 1834 Mr. John Cram from Lowell, Mass., came in and took the lot south of Mr. Cushman's.

In 1836—37 Mr. Cushman built the tavern stand near his house and here he put up travelers for about two years, when he sold to one Lewis and he in turn to Mr. Theodore Trafton, who kept the hotel until some twelve years ago. Mr. Cushman gives as the reason for his going out of the hotel business that it was expected in those days that all innkeepers would keep a supply of liquor for customers, and as he could not conscientiously do this he abandoned the business.

Among the other early settlers of the town upon the old Aroostook road were Mr. Spaulding Robinson, who came from Sumner, Oxford County, about 1840, and made a farm near Mr. Cushman's and also engaged largely in lumbering and trade.

Mr. Luke Perry and sons who came about the same time and settled near the south line of the town, and Mr. Richard Boynton, who came from Alna a few years later. In 1850, Mr. Boynton built a hotel at the mouth of the road leading to the east branch of the Penobscot, which he continued to keep until his death and which is now kept by his son, W. H. Boynton. This hotel is about half a mile from the south line of the town and in spring and fall is filled with crews of lumbermen going to and returning from the woods, and does a large business. There are a number of stores and shops in the vicinity of the hotel, but the business centre of the town is now the village of Sherman Mills, something more than a mile farther to the east. In the northeastern portion of the town is a magnificent swell of land known as Golden Ridge, upon which are now some of the finest farms in this portion of the County.

The first to enter upon this grand ridge of land was Mr.

Samuel Chandler, who made a chopping in 1840. He did not remain, however, but sold his lot to Mr. Wesley Caldwell, who took possession the following year. Mr. Caldwell was a native of Paris, Oxford County, and moved to Lincoln in 1824, being one of the pioneer settlers of that town. He removed to Sherman April 11, 1841, and commenced clearing up a farm on Golden Ridge. He raised his first crop in 1842 and the next year moved his family to their first home, which they reached on July 4th, 1843. They came across from Cushman's to their log house by a spotted line through the woods, as there was then no road in the township with the exception of the West Aroostook road, which had been recently built.

In 1843, Mr. Joseph Dolley came from Lincoln and took a lot next to Wesley Caldwell's. Horace Morse and John Hale also came in 1843, and in 1845 Daniel Emery, John Scudder and George Davidson moved in on the Ridge. In the meantime a settlement had commenced at what is now Sherman Mills, and in 1843 the road from the Mills, running over Golden Ridge to Island Falls, was laid out by the State of Massachusetts. Very few additions were made to the settlement upon Golden Ridge until 1849, when Moses Perry, Charles H. Jackman and Joseph Morrison came in and in 1850 Daniel and Jonathan Sleeper took lots on the Ridge.

In 1851, Mr. George W. Webber moved into the new settlement. Mr. Webber first came to Aroostook from New Hampshire in 1829 and lived for a number of years in the town of Linneus. He continued to live upon his farm on Golden Ridge until 1870, when he removed to the Mills, where he has ever since been engaged in trade. He was town treasurer of Sherman for many years and is one of the oldest and most respected citizens of the town.

The first Sabbath School in the town was the Union Sabbath School, which was organized by the few settlers on Golden Ridge in May, 1844, and has held its meetings continuously until the present time, never having lost its organization. In those early years, before any school was established in the town, the children of the settlers were taught to read in this Sabbath school.

The history of the settlement at Sherman Mills commences with the year 1840, in which year Mr. Morgan L. Gary, from Hingham, Mass., made a chopping of twenty acres. In 1841, he burned and cleared part of the land and built a mill near where the grist mill now stands. During the same year the

road from the Aroostook road to the mill was cut through. Gary's mill which was built upon the Molunkus Stream and contained an up and down saw, was burned in 1846 and Mr. Gary immediately rebuilt, putting into the new mill in addition to the saw, what the settlers called a "coffee mill," or a small mill for grinding grain. This mill he continued to run until about 1856, when he sold to Mr. Spaulding Robinson. In 1862, Mr. Robinson took down the mill and the firm of Robinson & Bean built the grist mill now standing, in which are three run of stones. In 1863, the same firm built a new saw mill, with an up and down saw, lath saw and planer.

Mr. Gary built the first frame house at the Mills in 1848. This house is still standing in good repair, and is occupied by Mr. E. A. Jackman as a public house. The postoffice at Sherman Mills is also located in this building. The next house at the Mills was built by Spaulding Robinson in 1861.

The growth of the village was slow during the years of the war, but with the revival of business at its close a new impetus was given to this new settlement. In 1867, Mr. Leonard C. Caldwell opened the first store at Sherman Mills in a store formerly occupied by Spaulding Robinson on the Aroostook road, the building having been moved to the Mills.

About the same time the parsonage was built and the houses of John W. Caldwell, Mrs. Perry, Mr. Gary and others. In 1868, the Town House was built on the east side of the stream and in 1869 the handsome Congregational Church building was erected. This church was organized in 1862 and Rev. W. T. Sleeper, now of Worcester, Mass., was its first pastor. In 1870, a Lodge of Free and Accepted Masons was organized at Sherman Mills, a hall having been finished for their use in the second story of the grist mill. In 1872, the store now occupied by L. E. Jackman was built. The second story of this building is now used as a residence by Mr. George M. Frye.

In 1876 the death of Mr. Spaulding Robinson occurred. Mr. Robinson had long been one of the principal citizens of the town and had occupied many public positions. He at one time represented his district in the Legislature of Maine and was for many years local agent for State lands. His son, Mr. A. T. Robinson, succeeded to his business, and until quite recently was engaged in trade at the Mills. He was a soldier in the 8th Maine Regiment and for ten months and a half was a prisoner at Andersonville.

Another of the old settlers of the town was Mr. Isaiah B.

Foster, who came from Dover in 1844 and settled about a quarter of a mile from the Mills on the road to Golden Ridge.

In 1877, Messrs. Merrill, Piper and Libby of Colebrook, N. H., built a starch factory at the Mills. Mr. George M. Frye afterwards purchased Libby's interest and he and Mr. Piper bought out Mr. Merrill. About the same time Mr. B. H. Towle, from Lee, built a tannery near the Mills. This tannery was operated until 1888, when it was destroyed by fire and has not been rebuilt.

Previous to 1858, the entire southeast quarter of the town was still in its wilderness state, no settler having entered upon that portion of the town. In that year Mr. John Burnham settled on what is known as the East Ridge, taking the lot now occupied by Mr. John Scanlon at Woodbridge's Corner. With Mr. Burnham came George W. Durgan, Granville Franks, Andrew and Frank Sinclair and Albert Osgood, all from Bluehill, Hancock County. This party arrived at Trafton's on the Aroostook road, May 20, 1858, and on the 22nd procured a guide and proceeded through the woods to the southeast part of the town, where they selected adjoining lots and, having built a camp in which they all lived together, went to work making a clearing.

In the fall of 1858, Mr. Burnham brought his family to Sherman, but did not move to his lot until the spring of 1860, when he commenced housekeeping in a log house on his new farm. In 1868 Mr. Burnham sold his farm and bought the farm half a mile west of the Mills, where he now resides.

Later in the year 1858, a number of other settlers came and selected lots in this part of the town, made small choppings and went out, returning the next year to clear up the land. Among these were Mr. J. W. Ambrose from Wells, York County, Benj. L. Sanborn, Ole Hanson, Ezra Curtis, Lysander Robinson, Daniel D. Cox, A. C. Verill, Deacon Thomas Ball, Cyrus Daggett, and a number of others.

Most of these settlers moved to their lots in 1859. Mr. Ambrose took a lot in the extreme southeast corner of the town and in January, 1860, moved his family to the town, taking up temporary quarters in a little log house at the mill. Having made a small clearing and put up a log house, in the fall of 1860 he placed his family and all his household goods upon an old sled, and with a yoke of oxen hauled them through the woods four miles to their new home. After paying the expenses of getting his family to Sherman he found himself possessed of just \$33 and an old horse which he exchanged for a cow.

He has now a fine farm of over 300 acres, with 80 acres cleared and under good cultivation. Mr. Ambrose has served for many years on the board of County Commissioners, has represented his district in the State Legislature and held various town offices.

Mr. John W. Perry and James F. Farmer, sons-in-law of Mr. Ambrose, took up lots in the adjoining township of Silver Ridge and these two lots were afterwards annexed to the town of Sherman in order that these settlers might have the benefit of schools. The settlers in this part of the town immediately commenced to open the road, which was run directly east from the Mills to Woodbridge's Corner, and thence in a southerly direction to the south line of the town. This is now a fine, smooth road and runs through a good farming country.

Taken as a whole the town of Sherman is a grand agricultural town, nearly all the waste land being in the extreme north-west corner.

We neglected to make mention of Hon. Wm. Irish, who came to Sherman from Oxford County in 1869, and was for years a prominent citizen of the town. Mr. Irish was a member of the House in 1871, and of the State Senate in 1872. He died in Dakota about a year ago.

The town of Sherman is justly proud of its war record. The population of the town in 1861 was 486, and the town furnished during the war 113 soldiers, actual residents of the town and all volunteers except twelve. Thirty-four were killed or died in service and the term of actual aggregate service of the soldiers of the town was 220 years. A handsome soldiers' monument stands in the village cemetery, having been erected at a cost of \$1000, and dedicated July 4th, 1882.

The township was at first organized with Benedicta, afterwards with Island Falls and then as a separate plantation under the name of Golden Ridge. The town was incorporated Jan. 28, 1862, and was named for Senator John Sherman of Ohio.

WOODLAND

The task of opening up a new town in the wilderness section of Northern Aroostook is one of greater magnitude than many imagine, and the labor, hardships and privations attending

the work of hewing a home out of the wildwood and at the same time providing the means of support for a family are such as are calculated to put to a severe test both the physical and mental vigor of the man who undertakes it. The idea of making the wilderness blossom as the rose is a very pretty and poetical one when someone else does the work, but he who essays the task must make up his mind that between the wilderness period and the advent of the rose era there must be many weary days of toil and a brave and manly struggle which only a man of grit, energy and persistence can bring to a successful termination. Hard though the task may be, however, and severe and trying as are the hardships incident thereto, yet many sturdy men have fought the battle through to a happy issue and are today enjoying the fruits of their toil in the way of a pleasant and comfortable home and a fertile and productive farm, the income from which renders them comparatively independent.

The close of the war seems not so far away to many of us, and yet there are many sections in the Aroostook Valley where may now be seen broad, smooth and productive fields and fine houses and other buildings, where at the time of the muster out the original forest covered all the hills and vales, and the grand old woods had never been invaded save by the sturdy lumberman, or the adventurous hunter.

Other towns there are where the first few pioneers came just before the commencement of the war, and, though seemingly "out of humanity's reach," yet the bugle call to arms penetrated even the far northern forest, and the patriot left his axe to rust in the cleft of the huge maple, while he marched away to fight his country's battles.

Such a town as this is the present prosperous town of Woodland, which is today covered all over with beautiful farms and upon all the roads are the comfortable homes of a happy and contented people. "Where are your peasantry?" inquired a distinguished foreigner, as he looked upon the comfortable homes of the laboring class in some of the more thickly settled portions of our country. Well indeed might he ask this question could he visit the homes of many of the farmers in these new towns of Aroostook, and see the evidences of comfort, and also of culture and refinement there presented. None of the cringing humility of the European peasant here, but each man the peer of his fellow, and all on an equal footing before the law as free citizens of this grand republic. Surely it is worth a struggle to make a home in such a land as ours, and in all its

broad extent there is no portion where a man possessed of the requisite muscle, pluck and energy can sooner surround himself with a generous share of the necessaries and comforts of life than in this Garden County of Northern Maine. Those of the early pioneers of these new towns who are now living upon fine smooth farms, as they look back upon the period between the wilderness and the rose, will tell you with a flush of pride that the struggle was a hard one and that they hardly know how they came through, but that somehow or other they managed to live until the farm yielded a support, and many will aver that the days when they were clearing their farms and rearing their new homes were the happiest of their lives. Too much credit and honor cannot be given to the wives of the hardy settlers upon these forest tracts. Many of them were women who had been brought up in comfortable homes and accustomed to a moderate share at least of the luxuries of life. Without complaining, they followed their husbands to the new home, leaving behind them the comforts and pleasures of society, and bravely faced the privations of pioneer life. Many a man here is proud to admit that his success is largely due to the help and encouragement of the good wife who shared and lightened the toil of all these early years. The first settlers of nearly all these towns were men of small means, and what money they had was usually exhausted in reaching their new home and they were left with no capital save their strong arms and stout hearts. They were usually, however, men of courage and pluck and not easily frightened by difficulties or hardships. Here, as elsewhere, the law of the survival of the fittest held good, and those who had not the requisite sand gave up the fight when the hard pinch came and returned to the older settlements. Those who held on succeeded and are now enjoying the fruits of their toil.

The town of Woodland, formerly known as Township No. 14, Range 3, was surveyed for settlement by Lore Alford, of Old Town, in 1859, and was divided into lots of 160 acres each. The township is bounded by New Sweden on the north by Caribou on the east, Washburn on the south and Perham on the west. At the time when the first clearing was made in Woodland, both Perham and New Sweden were wilderness townships and had not even been lotted for settlement. The low price at which the State offered these new lands to actual settlers attracted the attention of men who wished to make homes for themselves and families, and they were not long in the mar-

ket before the sturdy blows of the pioneer's axe were resounding through the forest and clearings were commenced in different portions of the town.

The first to make an opening in the new town was Mr. Frederic E. Lufkin of Caribou, who as early as 1858, before the town had been lotted, made a chopping of six acres in the north part of the town.

In 1859 Enoch Philbrick came from Buckfield, in Oxford County, and made a chopping near Mr. Lufkin's. Both these choppings were burnt on the same day in the summer of 1859, fire being set to Mr. Philbrick's first.

In the same year Charles E. Washburn, B. F. Thomas and Moses Thomas came from Oxford County and took lots in the north part of the town, and T. L. Jennison, Carlton Morse and Charles Carlton came from North Dixmont and settled near the centre. None of these brought their families that year, but after building their log houses and making small clearings, went out and returned with their families the next year.

The first settler who brought his family to the town and remained was Mr. Ephraim Barnum, who came from Ware, Mass., in 1860 and took a lot in the southeast part of the town. Other settlers who came in 1860 were Jonathan Sawin from Westminster, Mass., John G. Thayer and Luther Robbins. E. A. Cunningham had arrived during the previous year. In 1861 L. B. McIntire came in and settled near the centre of the town and a few years later sold his lot to R. A. Sanders. In the same year came George E. Ross from Kennebec County, Willard Glidden from Etna in Penobscot, and John Eddy from Ware, Mass., who settled on the lot adjoining Ephraim Barnum's.

Most of the above named settlers are still residents of the town and have fine smooth farms and large, comfortable houses with spacious barns and outbuildings.

The township was organized as a plantation in 1861, and in April of that year the first legal meeting for choice of officers and other business was held. At this meeting John G. Thayer was chosen Moderator, E. A. Cunningham, Clerk, and T. L. Jennison, Luther Robbins and Charles Carlton, Assessors.

A few more settlers came during that year but the outbreak of the war put a check upon immigration and hardly any new settlers came until after its close. It is the proud boast of this town that every citizen except two, who was fit for service, went to the army, either as a volunteer or as a conscript. This necessarily placed a check upon the growth of the town, but at the

close of the war immigration was resumed and the town began to increase in population.

The first male child born in the town was Ernest Thayer, son of John G. Thayer, who was born in 1861, and the first female child was Julia E., daughter of Charles Carlton, born in 1862.

The first school in the town was taught by E. A. Cunningham in his own house in 1863. A log schoolhouse was built during the next year and Miss Maria Adams of Caribou taught the first school in the new house.

The first minister who held service in the town was Rev. W. P. Ray, a Methodist clergyman stationed at Caribou in 1861, who held meetings once a month in Woodland. The meetings were held in private houses until the log schoolhouse was built.

In 1872 all the unoccupied portion of the north part of the town was resurveyed and lotted into 100 acre lots and granted to the Swedes who could not be provided for in New Sweden, and they now form the larger portion of the citizens of this part of the town. As early as 1880, every lot in the town considered fit for settlement was taken up, and the remainder, comprising about 1000 acres, was sold by the State to Messrs. Arnold and Dunn, who have since sold it to settlers. In the original survey a block of 1000 acres in the south part of the town was reserved for school purposes. This block was afterwards sold to Messrs. Johnson and Phair of Presque Isle, and the money placed at interest for the support of schools. This land has since been sold to settlers. There are now no lots in the town owned by the State and very few by non-resident proprietors.

Soon after their settlement in the north part of the town the Swedes built a mill on a small brook running into the east branch of the Caribou Stream. This was the first mill built in the town and was a steam mill with one shingle machine. For some reason this mill did not prove to be a profitable one and after running a year the machinery was removed and the mill abandoned.

Some six miles from the village of Caribou, on the road running through Woodland to New Sweden, is the steam mill of Messrs. Goodwin and Hackett. This mill was built in 1878 by York and Merrill and forms the nucleus of what is to be the village of Woodland.

As an agricultural town Woodland ranks among the best of the many good towns in Northern Aroostook, and, as the

center of the town is but about six miles distant from Caribou station, the farmers are provided with a convenient outlet for their potatoes and other surplus produce.

Though a new town, there are now good roads in all parts of the town and the character of the soil is such that they are easily kept in good repair. Previous to 1860 there was no road anywhere in the township, and only a logging road leading from Caribou to the east line of the town. In 1860, a road was laid out by the County Commissioners running from Caribou through the towns of Woodland and Perham and away on through the wilderness until it struck the road leading from Ashland to Fort Kent in Township 14, R. 6. The road was built across the two towns named, but was never continued farther than the west line of Perham, owing to the opposition of the proprietors of the wild lands in 14, R. 5 and 14 R. 6, who succeeded in defeating it. This road runs nearly through the centre of the town of Woodland and there are fine farms with broad, smooth fields along its entire length.

The northern part of Woodland is for the most part occupied by Swedes and as late as 1870 was nearly all wilderness. It is now covered with fertile farms and on all the roads are good, comfortable houses and most of them well built and neatly kept in all their surroundings. These Swedish settlers are good citizens and have been quick to adopt the manners and customs of their Yankee neighbors. The first tax was assessed on these Swedish citizens of Woodland in 1872, and this they refused to pay, as the colonists in the adjoining town of New Sweden were exempted by the State from taxation for five years from the date of their arrival. The tax collector of Woodland attempted at one time to drive away a Swede's cow, whereupon the owner appeared with his gun and drove the collector off his premises. For this the Swede was arrested and taken to Houlton, but was released without any punishment. For three years in succession the Swedes in Woodland refused to pay their tax and it was finally paid by the State. Since that time they have been prompt taxpayers and good, law abiding citizens.

Rev. Andrew Wiren, the Swedish pastor, settled among the people in this part of the town and built a handsome residence. He afterwards married a daughter of Mr. W. A. Vaughan, of Caribou, and removed to Florida, where he died some two years ago.

Woodland was incorporated as a town March 5, 1880. The population in 1870 was but 174 and in 1880 it had increased to

679. In 1890 the population was 885. The valuation of the town in 1880 was \$77,539 and in 1890 was \$170,612. The rate of taxation was 017.

There are many enterprising farmers and business men in the town and when the completion of the Bangor & Aroostook Railroad shall have given its added stimulus to the business of the County, Woodland is sure to become one of the most prosperous towns in Northern Aroostok.

LUDLOW

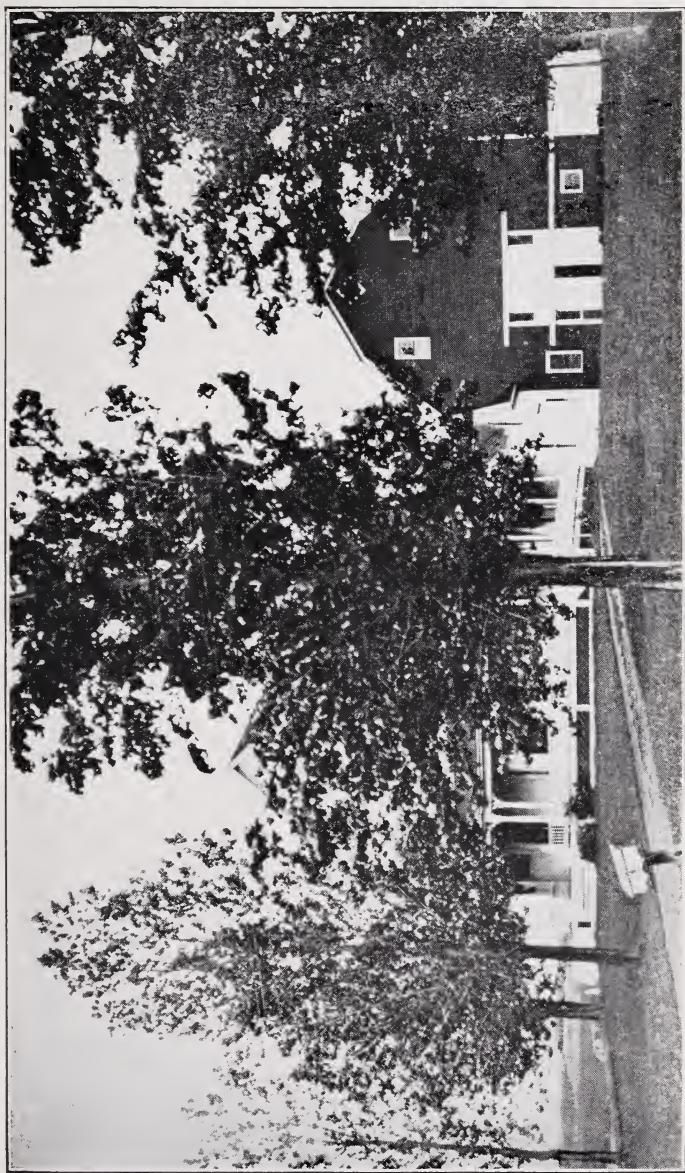
The half township now incorporated as the town of Ludlow lies immediately west of the north half of Houlton which was the grant to Williams College. This half township (Ludlow) was granted by the general court of the Commonwealth of Massachusetts to the trustees of Belfast Academy by a resolve passed Feb. 29, 1808. John Reed and William Smith were appointed by the general court as agents to deed the grant to the trustees of the academy. The half township was surveyed by Park Holland in the month of September, 1809, and was deeded to the trustees on Dec. 6, 1809. The grant is thus described in the original deed: "Beginning at the southwesterly corner of a township granted to Williamstown College, at a hard maple tree, thence west, thirteen degrees north six miles to an ash tree, thence north, thirteen degrees east three miles to a maple tree, thence east, thirteen degrees south six miles to a cedar, thence on Williamstown College westerly line south, thirteen degrees west, three miles to the first bounds and containing eleven thousand five hundred and twenty acres, etc."

The conditions of the deed bound the trustees to "lay out and convey to each settler who settled on said tract before the first day of January, 1784, one hundred acres of land to be laid out so as best to include his improvements and be least injurious to the adjoining lands." As no settler had entered upon this wilderness region previous to 1784, this provision was really superfluous. The trustees were also bound to "settle on said tract ten families in six years, including them now settled thereon." They were also to lay out three lots of 160 acres each, "one lot for the use of the ministry, one lot for the first settled minister and one lot for the use of schools."

The condition in relation to placing ten settlers upon the tract within six years must have been extended, for the settlement was not made until some ten years after the expiration of that limit. We find upon the records the following certificate: "Land Office, Boston, 29th March 1826. This certifies that I have received of the trustees of Belfast Academy a certified list containing the names of ten settlers who are now settled on the half township of land in the County of Washington and State of Maine lying northwest from Houlton Plantation, granted to said Academy and is satisfactory evidence that the condition for placing settlers upon said grant is seasonably complied with. Attest, Geo. W. Coffin, land agent."

On September 1, 1835, the trustees deeded all the unsold lands, comprising 7264 acres, to Henry P. Bridge of Boston, for \$7264. He paid one-fourth, or \$1816, down and gave his notes for the remainder in three equal annual payments. September 4, 1835, Mr. Bridge deeds his purchase to Samuel H. Blake of Bangor. Various deeds of lots in the grant were given by the trustees until 1835. On November 22, 1853, they deeded to James White of Belfast, for \$2000, "al the unsold lands in said half township, together with all debts, dues and demands belonging to said trustees for any lands sold in said half township, he paying all claims against them for the services of their agents heretofore accruing." So much for the documentary history of the grant to the time when the trustees of the Academy made a final sale of all their interest in the half township.

The first settler on the grant was Gen. John Cummings (or Comings, as the name was then spelled) who on the 8th day of October, 1825, made his way through the woods to the lot about two and one-half miles west of the Houlton line, where Mr. William Hand now lives. The woods were at that time filled with the dense smoke from the Mirimachi fire. Gen. Cummings with his party camped near where Mr. Hand's watering tub now stands by the roadside, and the General chose this lot for his new home. Here he cleared up a large farm upon a beautiful elevation from which he could overlook all the settlements upon the adjoining townships. Houlton was then but a small settlement and there were openings in the forest in Hodgdon, Linneus and New Limerick, the smokes from which could be seen from the elevation upon which General Cummings built his home. He was for years the principal man in the new settlement, and was agent for the trustees of Belfast Academy for the sale of lots



FARM BUILDINGS OF WALTER CHRISTIE, P. ISLE

and location of settlers. He lived on this farm until his death in 1849. His son, John M. Cummings, continued to live upon the old homestead until about 1870, when he removed to Wisconsin. Bradford Cummings, another son of the General, came at the same time and settled on the lot where David R. Small now lives. Mr. Cummings was a land surveyor and in October, 1826, lotted the half township and in all subsequent deeds reference is made to his plan and survey. He built a mill on the stream which flowed across the southwest corner of his lot and which has ever since been known as Mill Brook. The mill contained an up and down saw and sawed lumber for the settlers. It was afterwards rebuilt by Daniel Small, who run it for a number of years, when it was abandoned and has decayed and fallen down. Bradford Cummings subsequently removed to Houlton, where he remained for a short time and then moved to Fort Fairfield, where he resided for many years on a farm a short distance from the village, and where he died a few years ago. Judge Cummings, as he was known for many years, was a man well known and respected throughout Aroostook County. He served as sheriff of the county and also as judge of probate and was an influential citizen for many years.

Among the ten original settlers besides John and Bradford Cummings, were John Stuart, Lewis Wright, Robert Blaisdell, ——— Barrows, Cyrus Hutchings, James H. Stevens and Alfred Marshall. Who the tenth man was who completed the list we have been unable to determine.

Miss Ruth W. Cummings taught school in the grant in the summer of 1830. Her bill for teaching eleven weeks at \$2.00 per week and boarding herself, approved by John Stuart, school agent, is still preserved. Miss Cummings afterward married Jacob Pickard and lived in the town until her death in the summer of 1891. She was a well educated lady and was much beloved and respected by all who knew her.

John Stuart settled on the lot next adjoining John Cummings on the east, where he cleared up the farm upon which the Widow Ingraham now lives. He lived here until his death some twenty years ago.

Lewis Wright took the lot opposite John Stuart. He made a small clearing and put up a log house and soon afterwards sold to Isaac Dickson, who cleared up the farm and lived upon it for many years, then sold to George Howe and removed to New Brunswick.

Robert Blaisdell settled on lot No. 7, Range 2, where Free-

man Small now lives. He cleared up a large farm and built the house in which Mr. Small now lives. He afterward sold to Thomas Small and moved to Wisconsin, where he remained a short time and then went to Minnesota and invested in lands. The rise in value of these lands made him wealthy. He died some four years ago.

Mr. Barrows took the lot where Mr. Peter Moore now lives. Here he made a small clearing but did not live on the lot. He was a nephew of Mrs. Cummings and resided with that family during his short stay in the settlement.

Cyrus Hutchings took the lot next west of Barrows on the south side of the road. He cleared up the farm and lived on it some twenty years, when he removed to Minnesota. The farm is now owned by Mr. I. B. Rideout, who lives opposite.

James H. Stevens took the lot upon a part of which the Baptist Church and parsonage now stands. Here he lived until his death, some eight years ago. His son, Judson Stevens, now lives on the farm.

Alfred Marshall took the lot on the north side of the road opposite where Daniel Barker now lives. He afterward moved to Fort Fairfield.

Mr. John Chase was one of the earliest settlers of the town but was not one of the ten included in the certified list. He came from New Brunswick in 1826 and settled on the lot where Cyrus K. Bradbury now lives. He lived there some twenty-five years and sold to Stephen Morrison. He afterwards lived on a number of different lots and ten years ago moved to the farm near the west line of the town, where he now lives. He is now eighty one years old, but is hale and strong. His son Abner carries on the farm.

Mr. Jesse Gilman came from Norridgewock about 1828 and took the lot north of Bradford Cummings. Here he cleared up a large farm which he afterward sold to Henry G. Allen and moved to Houlton. His son, Charles C. Gilman, cleared up the farm next east of his fathers, on which John Green now lives. He also moved to Houlton and built the brick house a short distance north of the village on the Presque Isle road. He was for a number of years engaged in the manufacture of brick in Houlton and removed to California a year or two since.

Zebediah Barker came from Norridgewock in 1838 and settled on the lot where his son, Daniel Barker, now lives. He was one of the active citizens of the town. Some twenty-five years ago he moved to Fort Fairfield, where he died. His son,

Amos Barker, lived with his father until he became of age, when he bought the lot upon which he now lives with his son, Kelsey A. Barker. It was a new lot with no clearing when Mr. Barker took it. He cleared up a large farm and built comfortable buildings. Isaac Barker also came from Norridgewock and cleared up the farm where John McCormick now lives. He afterwards sold to Wm. Chase and went to California, where he remained some time, and returned to Houlton. He has been for many years one of the principal farmers of Houlton and was for three years a member of the State Board of Agriculture.

Henry G. Allen came to the town about 1838 and bought the Jesse Gilman farm which he afterwards sold to Melzer Drake. Mr. Drake lived upon the farm until his death some ten years ago. He was engaged largely in the lumber business and accumulated a considerable property.

Israel Dodge was also an early settler who came from Strong and made a farm north of the main road. He afterward moved to Easton and died there. His brother, Daniel Dodge, lived on a part of the same lot.

Mr. Joseph Goodenough, an early settler of New Limerick, came from there to the Belfast Grant previous to 1843 and lived on the farm opposite the Thompson farm in the east part of the town. His son, Elias Goodenough, afterward moved to Dyer Brook, from which place he enlisted and died in the service.

Mr. George Howe lived on the farm north of the one on which Mr. J. B. Rideout now lives. He sold his farm to Mr. Rideout and moved to Monticello, where he died.

Silas Hilton lived on a lot north of Mr. David Small's farm. He built a small grist mill on Mill Brook near his home many years ago. It has long since decayed and fallen down.

Mr. John Tabor was a blacksmith in the town in 1843. He enlisted in the army, and after the war, worked at his trade in Houlton. He has been dead a number of years.

Mr. Royal B. Colbroth cleared up the farm where Mr. Henry Lamb now lives, in the west part of the town. His son, Matthew Colbroth, lived on the farm opposite.

Mr. Wm. Farwell, who was plantation clerk in 1840, had no farm, but worked in the lumber woods in winter and for farmers during the summer. He afterwards removed to Patten and died there.

The Belfast Grant was organized together with New Limerick as a plantation in 1831. In 1837, New Limerick was incorporated as a town and the Belfast Grant seems to have had no

organization until 1840. The warrant for the meeting to organize the new plantation was issued by Hugh Alexander, County Commissioner, Oct. 17, 1840. The meeting was held on the 26th of October. John Cummings was chosen moderator, Wm. V. Farwell, clerk, and Bradford Cummings, George Howe and Silas Hilton, assessors. There were 37 voters upon the list in 1843, most of whom we have noticed above. The main road, running through the town on the line between the first and second ranges, was cut out soon after the first ten settlers came to the town, but was not made passable for carriages until long afterwards. It is now a well built turnpike and runs through a very good farming section. Coming up from Houlton village we turn to the west from the Presque Isle road either at Col. Black Hawk Putnam's or near the Gilman homestead, the two roads coming together a mile and a half further west, and crossing the western portion of the town of Houlton, in which are many fine farms and handsome farm buildings.

In the northern portion of the town the land is for the most part owned by non-resident proprietors. There is much good settling land in this part of the town, interspersed with tracts of timber land.

Ludlow was incorporated as a town in 1864 and is a farming town exclusively, having no mill, manufactory or store. The town has good schools, with comfortable school buildings, is free from debt and has a small amount in the treasury.

The town is abundantly supplied with water, having numerous brooks and streams nearly all running in a southeasterly direction and emptying into the Meduxnekeag.

The population of the town in 1890 was 375 and the valuation \$114,247.

MARS HILL

Directly south of the town of Easton, and lying along the boundary line between Maine and New Brunswick, is the fertile town of Mars Hill. The history of this town takes us away back to Revolutionary times, and the original plan of the town is inscribed, on nearly every lot, with the names of the heroes who in the days that tried men's souls, fought for the independence of our country. In the year 1804 this township was surveyed

by Charles Turner, Jr., and lotted into blocks containing 200 acres each. By a resolve of the Massachusetts legislature these lots were granted to the soldiers of the Revolution who were citizens of that State. The plan of the original survey as "drawn by Charles Turner, Jr., surveyor, September, 1804," lies before us as we write, while from the window of a hospitable home at the foot of Mars Hill can be seen the steep, wooded side of that beautiful eminence, flooded with the light of the full moon on this lovely July night. St. Paul as he stood in the midst of Mars Hill of old did not look upon a landscape half so fair as can be seen from the summit of this grand Aroostook mountain. Rising abruptly from a beautiful plain to the height of nearly 2000 feet above the level of the neighboring stream, its top overlooks the fair and fertile Valley of the Aroostook, while with the aid of a glass the village of Houlton and the towns in its vicinity can be distinctly seen. Hilltop and valley, fertile farms and dense forest, glassy lakes and meandering streams, with here and there the clustered buildings of some neat village are the varied features that go to make up a landscape view of indescribable beauty.

The original plan is entitled "Plan of Mars Hill Township as lotted by order of the General Court of Massachusetts for the soldiers of the late Continental Army who enlisted for during the war as a part of this State's quota of said army and served three years under this enlistment." The starting point of the survey of the township was from a hemlock tree in the southeast corner of the town, which a note of Turner's on the wide margin of the plan informs us was "marked S. E. C. S. T., being 37 miles due north from the monument at the source of the Schoodic Waters." This monument was the point of departure for all those old surveys, as it marked the northernmost point to which the boundary line between Maine and New Brunswick had been agreed upon. This hemlock tree, probably the first tree marked with the axe in what was intended to be the township of Mars Hill, has since been cut by some rapacious Bluenose, for when the boundary was established by the Treaty of 1842 and the line between the two countries was finally run, it sliced off a strip a half mile wide from the entire eastern side of the town and left the township but five and a half miles in width from east to west. Every lot in the town with the exception of four lots on the top of the mountain, lot 115 in the extreme northwest part of the town and the lots reserved for ministerial and school purposes, was granted to some Revolutionary soldier and his name is upon the lot

on this old plan. Lot No. 54 in the centre of the town is marked "For first settled minister," and the lot immediately adjoining on the north is marked "Ministry Lot," while lot No. 33 is marked "For Schools." This shows the interest the good old commonwealth took in the religious and educational advantages of her citizens. The names on most of the lots are good old familiar English names, while here and there one shows that the soldier was a son of the Emerald Isle. As in every good work since names were invented, "John Smith" took an active part. We have here the record that he served his country at least three years in the old Continental Army, for lot No. 46 bears his honored name. The name of Isaac Dyer appears upon a lot next to the boundary line and we may thus conjecture that from this good old Revolutionary stock the gallant Colonel of the 15th Maine may be descended.

Three miles north from the southeast corner of the town, on what was supposed to be the boundary line, is marked on the plan the "40 mile tree" and a note informs us that from this tree a "lane was marked and bushed out to the St. John River" some four miles distant.

Quite a number of the lots are marked as deeded to the widow, heirs or assignees of the soldier to whom they were granted, but very many of them were not deeded and these are simply marked with the name of the grantee. The name of Samuel Cook appears upon Lot No. 61 as the original grantee, while quite a number of lots bear besides the name of the grantee the note "Deeded to Samuel Cook assignee." Samuel Cook was one of the early settlers of the town of Houlton and his old title to these lots in Mars Hill had much to do with the subsequent history of the proprietorship of that town. It came about in this wise. After this township, in common with all the other land in Aroostook came wholly under the jurisdiction of the State of Maine, the lots upon which unpaid State and County taxes had accrued, which indeed includes nearly the whole township, were advertised by the State as for sale for the taxes due.

The town as well as other towns in like condition in Aroostook, was purchased by John Hodgdon, J. C. Madigan and Jeremiah Trueworthy, who took what is known as tax titles from the State. Subsequently an arrangement was made between these gentlemen by which Jeremiah Trueworthy became sole proprietor of Mars Hill township under this tax title. Mr. Trueworthy proceeded to open the town for settlement and to give to the settlers bonds and deeds for their lots. Roads were opened

throughout the town and Mr. Trueworthy gave to the settlers land at the rate of one acre for every rod of road built. Some land at the rate of one acre for every rod of road built.

Some early settlers who had for some time been squatters upon the town disputed Mr. Trueworthy's title and refused payment to him and in some instances retained their lands without payment. This state of things remained for years, until Mr. Joseph Chandler obtained from the heirs of Samuel Cook the lots which in the olden time had been deeded to him by Massachusetts. These lots were at the time of Mr. Chandler's purchase in the possession of parties who held them under titles given by Mr. Trueworthy, Mr. Chandler commenced suits to obtain legal possession of the land. The cases were carried to the full bench of Maine and in 1885 were decided in Mr. Chandler's favor, thus invalidating Mr. Trueworthy's title to the town. Those of the settlers who had been twenty years upon the town held their lots by possession, while in other cases various arrangements were made to give valid titles. It was found also after the town was incorporated that Mr. Trueworthy had given deeds of the school lots and that settlers were then living upon them and making farms. In order to give these settlers as little trouble, the town authorities, thinking Trueworthy's title good, made an exchange with him by which they released their claim to the original school lands and took from him deeds of other lots to an equal amount. These lots the town sold to settlers and a sum of \$1065 dollars was received for them, which was invested for the credit of the Ministerial and School Fund.

When the court decided adversely to the claim of Mr. Trueworthy it became evident that the deeds given by him to the town were worthless and the town was obliged to make good the warranty they had given to parties who had bought these lots. They therefore decided to hire of the trustees of the school fund this \$1065 at six per cent for fifty years, and with this money the titles to these lots were made good to the settlers and the town is simply raising an additional sixty dollars for school purposes each year.

We have been thus particular in describing these events in regard to the history of the proprietorship of the town as they seem to be of more than local importance and will be of interest to readers in all portions of the State. We will now endeavor to trace the story to the opening of the town and of its development to the present time. As in the case of all the towns in this

portion of the county lumber parties had invaded the town long before a tree was cut upon it for farming purposes. Many a grand old "pumpkin pine" had been cut and floated down these streams to the St. John River and a market years before any pioneer thought of making a home upon the town.

The first settlers to make an opening upon the town for farming purposes were John H. Bridges and John W. Ruggles, who in 1844 made a chopping in the southeast corner of the town on what is now the road from Houlton to Presque Isle.

The farm upon which the first tree was cut by John H. Bridges is now owned by Mr. Benj. F. Jones of Blaine. Bridges and Ruggles were at the time living in the adjoining township of Deerfield (now Westfield) and did not remove to Mars Hill until four years later.

In 1844, Mr. Moses Snow commenced a clearing in the same vicinity and the next spring moved with his family to the new home, thus being the first actual settler to establish a residence in the town. About the same time John Akeley came with his family and commenced making a farm in this neighborhood, and soon after came James McDonough.

All the above named settlers were originally from New Brunswick and as this was previous to the sale of the township for taxes, were simply squatters upon the town. Akeley remained but a year or two and his lot was afterwards taken by John Banks.

At that time the entire township with the exception of the small clearings made by these few pioneers, was an unbroken wilderness, penetrated only by the hardy lumberman and the adventurous hunter.

The first chopping made upon what is now the mail route from Fort Fairfield to Blaine was made in 1852, by David Tewkesbury, who fell twenty-five acres of trees upon the farm now occupied by John J. Hill, who two years ago represented the district in the State Legislature. Mr. Tewkesbury did not clear the land, however, and some three years later it was cleared up by Mr. Jeremiah Trueworthy, who built a barn upon the farm and in 1859 sold it to Benj. Whitehouse, who lived upon it for a number of years and then sold it to John J. Hill, a worthy veteran of the war of the Rebellion, who now resides upon it.

Henry Wilson removed from the town of Easton about 1856 and took a lot on Rocky Brook in the south part of the town, a short distance east of the Fort Fairfield road.

Upon this lot was a good mill privilege and Mr. Wilson at once proceeded to build a mill with an up and down saw and afterwards put in a shingle machine. Here Mr. Wilson made a good farm, upon which he resided until his removal to Houlton some two years ago. During Mr. Wilson's residence in the town he was one of the leading citizens. He was for years Mr. Trueworthy's agent and did much for the interest of the town.

In 1856, James Shaw and family came from New Brunswick and settled on the lot adjoining Mr. Wilson. Members of this family are still among the prosperous farmers of the town.

In 1859 Mr. Sewall N. Pierce came from Auburn and bought a lot on the line of the Fort Fairfield road some four miles from Blaine Corner. Mr. Pierce has long been one of the leading citizens of his town and has done much for its religious and educational interests as well as for its industrial development.

In 1859 quite an extensive opening was made upon what is called the West Ridge, though there was no road there at that time. In that year Joel Howard, Warren Preble, Lucius Smith, Hazen Hill, Wm. D. Graves and Nathan Oakes made large choppings in that part of the town. Some of these, however, did not settle in the town, but sold their improvements. Joel Howard and Wm. D. Graves are now prominent citizens of the town of Presque Isle.

In the same year, 1859, Warren L. Boynton came from Liberty, Waldo County, and bought 400 acres on the west side of the mountain and of this he has made a fine productive farm.

In 1861 Mr. Benj. F. Jones came to Mars Hill and bought about 160 acres of land on the Fort Fairfield road. Here he cleared up a good farm, upon which he lived for seven years, when he removed to the town of Blaine, where he now resides.

The breaking out of the war and the uncertainty in regard to titles to the land, both had the effect to retard the growth of the town, and in 1863 diphtheria raged with fatal violence, and in that year there were twenty-five deaths in the town. In spite of all these drawbacks, however, the town continued to increase and new settlers came each year.

The township was organized as a plantation in 1866, and at the first plantation meeting Henry O. Perry, B. F. Jones and S. A. Rhodes were chosen assessors, and Sewall N. Pierce, clerk.

H. O. Perry came to the town about the time of the war, but left to join the Union Army in which he did faithful service. Upon his return he settled in Mars Hill and engaged in farming

and was twice elected to represent the district in the State Legislature. Mr. Perry removed to Blaine about 1870. He has served upon the Board of County Commissioners, and is now serving a second term as Deputy Collector of Customs at Fort Fairfield.

In the early days of the settlement religious meetings were held in private houses until schoolhouses were built. The first clergyman was Rev. J. G. Ricker, who came from Boston in 1859 and bought a lot and commenced to build a house. He remained but a short time, however, and for some time Rev. Elbridge Knight of Fort Fairfield preached in the town. Meetings are still held in the schoolhouses, as no church building has yet been erected, though one is now in contemplation.

Private schools were early established and immediately after the organization of the plantation a tax was assessed for the support of public schools, and upon the passage of the Free High School law a High School was at once established. The town has now nine district schools, which are all supplied with schoolhouses. Mrs. Lizzie York is the present superintendent and the schools are prospering under her careful management.

In 1877 Messrs. Collins and Hume built a starch factory at Mars Hill village. This factory is now owned and operated by Hon. Geo. W. Collins of Bridgewater. Soon after the opening of the starch factory Mr. Bedford Hume built the first store at the village. This store is now occupied by B. F. Pierce. Soon after this Mr. George Stewart built the store now occupied by Mr. Howard Safford.

The village of Mars Hill is situated in the south part of the town upon the Fort Fairfield road. The line of the Bangor & Aroostook Railroad runs directly through the village and the building of that road will no doubt make this one of the most prosperous villages of Northern Aroostook.

MASARDIS

Masardis is one of the historic towns of Aroostook, and many are the incidents of the Aroostook War related by its oldest citizens. It was here that the troops of the heroic McIntyre and the redoubtable Rines entrenched themselves and here the brave Strickland bade defiance to the power of Britain. From

behind their breastworks on "the point" where the St. Croix joins its waters with the noble Aroostook, they sallied forth on their grand advance on Fort Fairfield, and it was to these same breastworks that they made their masterly retreat of seventy miles in a day after the capture of McIntyre and others at Fitzherbert's tavern in Fort Fairfield.

One cannot help being patriotic at Masardis, so closely is the place connected with the history of those warlike days. Here we are shown the site of the old "commissary." Yonder is the point on which the troops of Maine camped behind their breastworks, their four-pounders and six pounders pointing down the Aroostook River. Ere we have been half a day in the town we are presented with a rusty old six pound cannon ball as a relic of the war.

But Masardis is older than the Aroostook War, and we must first give the history of the town in its *ante bellum* days and let the events of the war come in their order.

In 1833 Thomas Goss came to Masardis with his family and settled on a beautiful interval on the west bank of the Aroostook, opposite the mouth of the St. Croix Stream. Mr. Goss was originally from Danville, Me., but previous to his settlement at Masardis he lived upon the Pyles farm, now the Hutchinson farm, a short distance north of the Aroostook bridge in the present town of Presque Isle. He remained at Masardis until 1840, when he moved to the mouth of the Little Machias River in Ashland, where he lived for some time and then took up his abode in the wilderness away out on the road to Fish River.

The next man with a family who settled in the town was John Knowlen, who came from Passadumkeag in 1835, with his wife and three children and settled near the St. Croix Stream, about half a mile above its mouth. They left Passadumkeag in January, with one single team and a double team to haul their household goods. Five miles north of Patten they found the road so narrow and snow so deep that the double team could go no farther, so they piled their goods up in the woods and covered them with bark and boughs, intending to send back for them as soon as the road would permit. The snow increased so that they could not get out to them and were obliged to leave them there until the next winter. From Mrs. Knowlen, who is still living in the town, a smart old lady of 83, we learned many particulars of these early days. The first two years the frost killed their crops and they raised nothing to eat. The river and stream was full of trout and the woods of berries and this helped out their living

in the summer time and in the winter Mr. Knowlen worked in Patten and got provision for the family. In 1836, Roswell T. Knowlen was born, he being the first child born in Masardis.

These pioneers were subjected to many hardships during the early years of their settlement in the new town. Mrs. Knowlen relates that in the summer of 1839 they got out of provision and her husband started with a boat to go down the river to Presque Isle, then called Fairbanks, to obtain a supply. She was left with four children and had only one pint of Indian meal in the house. She had a farrow cow that afforded milk for the little ones, and the oldest boy caught fish from the river. She says that for three days she ate nothing but boiled wild chocolate root. A neighbor, Mr. Wm. Cowperthwaite, who had recently moved in there, learned her situation and brought her a little flour and tea. Mr. Knowlen could get no flour at Fairbanks and was obliged to go to the mouth of the Aroostook, where he paid \$22.00 for a barrel of flour and \$18.00 for a barrel of herring. He was gone ten days and the old lady says they were sad and anxious days to her and the little ones, but from that time they never lacked for bread.

Mr. Joseph Pollard came from Old Town to Masardis in 1837. Mr. Pollard formerly lived in Cornville, where all his children were born. Mr. Pollard moved to Old Town and for some time was employed by lumbermen and land owners to look up timber and attend to various interests in the forests of Northern Maine. He thus became acquainted with the Aroostook country and, believing that it would at no distant day be opened to settlement, he decided to build a mill and take up a lot for a farm on the upper Aroostook. Late in the winter of 1838, Mr. Pollard left Old Town with five tons of supplies loaded on sleds for the far off Aroostook. The West Aroostook road was passable for teams at that time as far as the Knowlen place, where the road turns off to go down through Smyrna to Houlton. Arriving at that place, Mr. Pollard sent his teams back and with a crew of eight men made hand sleds with wide runners and went to work to haul the supplies through to Masardis. This was a work of much magnitude, and was performed in this way: Loading the hand sleds the crew would start in the morning and proceed through the woods all day, camping at night. They would then return and haul another load to this camp, and when all was up proceed another stage, and in this way they continued until all the goods were up to a camp some four miles from Masardis, where the road now turns off to the Oxbow. It was now late

in March and finding a good sugar berth at this place, the party camped here and made 300 pounds of maple sugar and then proceeded to haul their goods to Masardis.

Making his headquarters at Masardis, Mr. Pollard built a mill on the St. Croix Stream about nine miles from its mouth, in Township No. 9, R. 4. The mill contained an up and down saw and a run of stones and bolt. At the same time he took up a lot of 160 acres on the hill, a short distance south of the junction of the St. Croix with the Aroostook, and immediately commenced clearing up a farm, but did not move his family to the new home until October, 1840. The family came by team as far as Mr. Daniel Smith's, who then lived on what is now called the Cliff place, about fourteen miles from Masardis. Mr. Smith was the father of Hon. Oramandel Smith and it was here in the wilderness of Northern Aroostook that the genial Secretary of State first saw the light. This road being impassable for carriages from that place, Mrs. Pollard and her five children, the oldest being eleven and the youngest seven, walked fourteen miles through the woods to her forest home. The old lady is still living at Masardis with her son, Mr. J. F. Pollard, and is bright and active at the age of 87. From her we received many incidents concerning the hardships of their pioneer life.

They were obliged to leave all their goods at Mr. Smith's until snow came, and the old lady says that for three months she had no pillow to lay her head upon and was subjected to many discomforts.

Mr. Pollard continued to run the mill on the St. Croix for five years, when he sold it to Leonard Jones of Bangor. It afterwards passed through a number of hands and was burned about 1855. In 1843 Mr. Pollard built a frame house on his own land, the family having previously occupied a log house built by Leonard Reed, who moved to Presque Isle and kept a hotel there in the early days. In his new house Mr. Pollard commenced keeping tavern, and having bought a tract of land on the west side of the road opposite his original lot he there built a large house in 1866. This house was burned in 1884. Mr. Pollard and his wife were alone in the house when the fire broke out, and she lay in bed with a broken leg. Neighbors finally came and carried her out, but not until the fire had come uncomfortably near her bed. The house was rebuilt during the next summer. Mr. Pollard died in February, 1888, being almost 90 years old. His son, J. F. Pollard, was a soldier in the 1st D. C. Cavalry and afterwards in the 2d Me. Cavalry.

Sanfield D. Reed came in with Mr. Pollard in 1838. There were then at Masardis, besides the Goss and Knowlen families, Samuel Leavitt, a young man who came about the same time that Mr. Goss came, Benj. Howe, Geo. Fields, Sanford Noble, Wm. Cowperthwaite and a man named Dow.

In the winter of 1839 we first begin to catch glimpses of the Aroostook War, and in that winter a number of new settlers came to Masardis. Wm. Fitzgerald came with Mr. Pollard in 1838 as a millwright and having finished the mill, settled at Masardis in 1839. He built the house in which Mr. Quincy now lives and kept hotel there for a number of years. He was also engaged in trading and lumbering and moved to Presque Isle about 1870. During the same winter, 1839—9, Alexander Woodward and Samuel Fogg came from Old Town. Mr. Woodward was for a number of years a prominent business man at Masardis, where he engaged in lumbering and trading until 1854, when he moved to Minnesota. Abel McAllister came from Montville the same winter and lived at Masardis some ten years. Isaiah Pishon came from Passadumkeag and settled near the mouth of the St. Croix Stream.

In February 1839, the famous posse under Sheriff Strickland and Land Agent McIntyre arrived at Masardis and built a building called the "Commissary" a short distance north of Mr. Pollard's. On the point where the St. Croix enters the Aroostook, they built a fort or breastwork, behind which they stationed their artillery, consisting of four and six pounders, and here the troops camped in tents. In a few days the advance was made to the mouth of the Little Madawaska above Fort Fairfield, and immediately after that the hurried retreat of the posse to their breastworks on the point. Mrs. Knowlen describes the arrival of the posse after the retreat and says that many of them came to her house in the night, and that teams loaded with soldiers were coming all night long. All was excitement at Masardis, as it was expected that a body of British troops would follow on up the river for the purpose of capturing the Yankees. Videttes were placed down the river to give the alarm on the approach of the enemy. One day a man from the outpost came rushing in and reported that the British were coming. All was confusion and consternation at the little settlement as the officer notified the settlers to be ready to leave their homes at once. It was soon learned, however, that the dreaded Britist were only some loads of hay coming up the river.

As much of old history is preserved in the form of ballads,

I here insert some rhymes written by a lady at Masardis during these stirring times. It will thus be seen that history and the ballads of the period agree as to the incidents of that bloodless war.

"Come all ye noble Yankee boys, come listen to my story.
I'll tell about those Volunteers and all their pomp and glory.
They came to the Aroostook their country to support,
They came to the St. Croix and there they built a fort.

They started down the river some trespassers to find,
They came to Madawaska Stream, and there they formed a line.
But McIntyre and Cushman they thought it too severe
To lodge with private soldiers; to a tavern they did steer

They came to one Fitzherbert's at eight o'clock at night,
Where these poor weary officers expected much delight.
But instead of taking comfort, as I think you all will own,
They were taken by an Irish mob and hauled to Fredericton.

Then on parole of honor these gentlemen went home,
And never to Aroostook were they again to come.
When Rines and Strickland heard the news they knew not
what to do.
Their heads were quite distracted, their hearts were full of woe.

Strickland turned unto his men and to them he did say,
"We'll retreat back to Masardis; we can do it in a day."
They came to Col. Goss's, they halted on the shore;
Such a poor distressed company you never saw before.

Some with empty stomachs and some with frozen feet.
This is a feather in Rines' cap, this seventy miles retreat.
Now they've gone across the river, a breastwork for to built,
For fear the British would come up and they would have to yield.

'Tis built of spruce and many a cedar tree,
So neatly framed together is this famous battery.
And now we defy the British Queen and all her red-coat crew
To beat our noble Yankee boys, let them try what they can do."

During these troubles there was much anxiety among the families in this new settlement, but fortunately the disputes were settled without bloodshed, and the cloud of war passed by.

In April 1839, the State troops went through to Fish River. Mr. Sanfield Reed, now living at Masardis, went as a teamster with a company of men under Captain Nye. They went with teams down the river from Masardis to Ashland, thence up the Little Machias to Little Machias Lake, thence across through the woods some two and a half miles to Portage Lake, and followed down through the chain of lakes and Fish River, to the mouth of the river, where a block house was afterwards built called Fort Kent.

Immediately following the departure of the troops, new settlers began to come to the town. On the 21st of March, 1839, the town was incorporated.

In 1840 William Ellis came from Dexter and settled a short distance south of Mr. Pollard, on the lot afterwards occupied by John Knowlen. Mr. Ellis remained but a few years, and moved to Ashland.

Mr. Eben Trafton came from Newfield in 1841, and settled near the north line of the town. Mr. Trafton taught the first school ever opened at Masardis. He has for many years been one of the prominent citizens of the town, and at one time was largely engaged in lumbering, but for a number of years has given his whole attention to his large farm.

William Cowperthwaite, a son of the pioneer settler, came in 1841, and settled on his father's lot about a mile north of the St. Croix. Mr. Cowperthwaite remained one of the principal citizens of Masardis until his removal to California some two years ago, and was at one time a member of the legislature.

In 1842 Amasa Goding came from Corinna and bought the farm of Thomas Goss. This is now one of the finest farms in the town, and is occupied by Mr. Llewellyn Goding, a son of the original settler.

In 1854 Charles W. Clayton came to Masardis and bought the property of Alexander Woodward. Mr. Clayton engaged largely in lumbering and farming, and was for years the principal business man of the town. In 1870 Mr. Clayton moved to Ashland, where he has since resided. Mr. S. D. Reed purchased the Clayton farm, and now lives upon it. In 1883, Mr. Clayton built a starch factory on Squa Pan Stream in Masardis, and two years later Mr. Walker built the grist mill on the opposite side of the stream.

Unmistakably Masardis is an excellent farming town as is evidenced by the indications of prosperity seen on every hand. The buildings are large, neat and tidy, the fields broad and level

and free from stone and there are but two or three mortgaged farms in the town. The town is abundantly watered by the Aroostook and its tributaries, and all the people here seem to add to their prosperity is a railroad to the outer world.

MONTICELLO

Twelve miles due north from Houlton is the pleasant village of Monticello, located upon the banks of the north branch of the Meduxnekeag Stream. The town of Monticello is one of the best of the border towns of Aroostook and contains many beautiful farms and fine and attractive residences. The soil throughout the greater part of the town is fertile and productive and is easy of cultivation. The road from Houlton to Presque Isle runs in a due north course upon the centre line of the town, thus dividing it into two equal parts. The eastern half of the town, lying between the County road and the New Brunswick line, has been longer settled and perhaps contains the greater portion of good farming land. In the western half, however, there is much very fine farming land, though in some portions the farms seem newer and not yet under cultivation like the eastern section. Monticello is bounded on the north by Bridgewater and south by the town of Littleton. Its eastern boundary is the New Brunswick line and on the west lies the wilderness township of Letter C, Range 2.

The town shows evidence of having been settled earlier than the towns in the Aroostook Valley. Occasionally may be seen an old dwelling whose style and general appearance tell of its having been built nearly a half century ago, but in most instances the old dwellings have been either taken down or modernized and the grounds around them handsomely arranged and attractive. Upon the older farms the general aspect is one of thrift and prosperity, though the great need of this, as of the other Aroostook towns, is a better and more direct connection with the outside world by means of a railroad running upon our own soil to the great trunk lines of the State.

Gen. Joel Wellington of Albion, Me., bought the township about the year 1828, and it was formerly known as Wellington Township. By the conditions of the deed from the State of Maine, Gen. Wellington was required to make certain improve-

ments upon the township, among them being the building of a mill, opening roads, building a schoolhouse and other necessary improvements to make the tract available for settlement. In 1829 he came through the woods from Houlton by a spotted line, bringing with him a crew of men and commenced felling trees and clearing land on the high land south of the Meduxnekeag Stream, near where the Wellington homestead now stands. He cleared up most of the land upon which the present village is located and built a mill upon the stream.

Soon after Gen. Wellington entered upon the town, settlers commenced to come in and take up lots, clear away the forest and make homes for themselves and families. Among the first was George Pond, who came from the town of Thorndike in 1830 and took a lot near the present village on the east side of the road. The first frame house built in the town was built by Mr. Pond in 1835 and in this house Mr. Pond kept hotel for nearly twenty years. Mrs. Pond was a very useful woman in the new settlement, there being no doctor nearer than Houlton, and her services were often required as a nurse for the sick. Her daughter, Mrs. Isaiah Gould, who now lives in the old Pond homestead, relates many interesting stories of the experiences of this good woman in traveling through the woods on horseback and up and down the stream in a boat, sometimes in time of freshet at the risk of her life, to visit patients who required her services.

Gen. Wellington continued to make his home in Monticello until his death, which occurred at the residence of his son Albion at Fort Fairfield in 1865, and his remains were brought to Monticello for interment. On the same day Mr. George Pond died at Monticello in the house he built in 1835, and these two pioneer settlers of the town were buried on the same day.

In 1831, Clo. Nathan Stanley came to the town and settled about a mile and a half south of the stream on the line of the Houlton road and the same year William Cowperthwaite came from New Brunswick and bought a lot of 120 acres on the Meduxnekeag Stream some three miles below the mill. The old gentleman, now 76 years old, is still living and resides with his son near the old place where he first made his home.

Among the early settlers of the place were also Mr. Jerry Lyons, the Stackpoles, Wadlias, Jewells, Lowells and others. Mr. Wadlia came from Castine in 1832 and bought a lot half a mile west of the County road. In 1833 Peter Lowell came from Dixmont and settled upon a beautiful ridge of land half a mile

south of the stream. In the same year Mr. John Hayward came from New Brunswick and settled in the east part of the town near Mr. Wadlia.

The road from Houlton to Monticello was cut through in 1833 and did not continue farther north until 1840, when it was extended to Presque Isle and became the thoroughfare for the transportation of supplies to the new settlements in the Aroostook Valley.

The hotel so long kept upon the high land on the south side of the stream was built by Mr. Jesse Lambert in 1846. In 1861 it was purchased by Isaac Archibald, and afterwards passed through a number of different hands until six years ago it was bought by W. S. Howe, who kept it until last fall, when it was destroyed by fire and has not been rebuilt. Another well known hotel was the old Gould stand, on the hill a mile south of the village. This house was long kept by Deacon Hiram Gould and was also burned a number of years ago and has not been rebuilt. Dea. Gould now resides in the village and is quite infirm.

The village of Monticello is very pleasantly located upon the high ground south of the Meduxnekeag Stream and within a few years has extended across the stream and is now thickly built up as far north as Stitham's Corner. A handsome school house adds much to the looks of the place and gives evidence of the interest taken by the citizens in the education of their children. On the hill west of the main street is the Union meeting house, a very handsome church building erected some years ago, and on the beautiful plain on the bank of the stream east of the village is the cemetery.

The town was incorporated July 29, 1846, and in 1850 had a population of 227. In 1880 the population has increased to 965, and today it is well up to 1200.

LITTLETON

Adjoining the town of Houlton on the north is the flourishing town of Littleton, through which the County road from Houlton to Presque Isle runs in a due north course on the centre line of the town. The south half of this town was originally granted by the Massachusetts Legislature to Williams College and the north half to Framingham Academy. The Meduxnekeag Stream enters the town a little over a mile west from the southeast corner and flowing north for nearly three miles, turns abruptly to the east and crossing the boundary flows in a southeasterly

direction until it finds its way into the St. John at Woodstock. The principal tributary of the Meduxnekeag in Littleton is Johnson Brook, which enters the town near its northwest corner and flowing diagonally across the town in a southeasterly direction, empties into the Meduxnekeag some two miles from the south line. The western half of the town contains a number of high ridges and the surface in this portion is considerably broken, not enough, however, to interfere with farming operations as the soil is fertile and productive. The peculiar formation known as the "horseback" extends in a northerly direction through this portion of the town. The eastern half of the town contains no very high ridges but in portions is somewhat broken, though less so on the whole than the western half. Limestone forms the underlying ledge in this town, and the soil is enriched by its gradual disintegration. Its porous character also affords natural drainage. The town was originally covered with a mixed growth of the hard and soft woods natural to this region and contained much valuable timber.

The first settlements made in the town were along the line of the present County road from Houlton to Presque Isle and in the southern portion of the township.

All the original settlers of the town having now passed away, it is quite difficult to trace its early history or to determine who first entered the wilderness to make a home in what is now Littleton. It is quite certain, however, that among the very earliest, if not the first, settlers who came to the town to remain and make a home was Mr. Thomas Osborne, who came from Belfast, Me., in 1835 and settled on a lot in the extreme southern part of the town adjoining the Houlton line. This lot had been taken a short time previous by Mr. Daniel Jones, who came from Bath and had made a small clearing upon the lot. Mr. Jones sold his improvement to Mr. Osborne and removed to Hodgdon, where he was for many years a valued and influential citizen, and where he continued to reside until his death. Mr. Osborne was a tanner by trade and worked at this business in Houlton a portion of the time during the first years of his residence in Littleton. After his death his son, Stephen A. Osborne, came into possession of the farm and is still residing upon it. He continued to improve the farm and in 1862 built a large house and stable with the intention of keeping a hotel, which plan he afterwards abandoned. Mr. Osborne was one of the conductors on the freight trains which in the early days ran from Aroostook County to Bangor and which consisted of four and six

horse teams, their down freight being usually shingles and the return cargo a general assortment of supplies. He now devotes himself wholly to farming, his farm at present consisting of 163 acres of fertile land, with nearly 100 acres cleared.

Mr. Lewis DeLaite was also one of the earliest settlers of the town. He came to Littleton from Piscataquis County about the year 1840 and settled on the west side of the County road, one lot south of the center of the town. Here he made a farm upon which he resided until his death, and was succeeded by his son, Lewis DeLaite, who for many years was one of the active citizens of the town. He also drove team on the Bangor route for a number of years and was engaged in trade in Littleton. Mr. DeLaite removed with his family to Minneapolis some few years ago and his farm is now occupied by Mr. Jerry Harrigan. About the time that the elder Lewis DeLaite settled in Littleton, the lot immediately opposite was taken by a Mr. Hamilton, who was a blacksmith and worked a part of the time at that trade in Houlton. Mr. Hamilton moved from Littleton about 1850 and his farm is now owned and occupied by Mr. Jerry Harrigan. At about the same time Mr. Staples settled upon what is now the Wright farm next south of the DeLaite farm, and the lot opposite, afterwards the Tozier farm, was taken by Philip Keene, who remained but a few years and sold to Mr. Tozier, who came to Aroostook from Miramichi, N. B. His son, James Tozier, is now a merchant in Ashland, having formerly been engaged as a scaler of lumber upon the Aroostook and St. John waters. Another son, Edward Tozier, is a farmer in New Limerick. The Tozier farm was afterwards owned by Mr. C. A. Stevens and is now occupied by Mr. Robert Hone.

In 1843 Martin Johnson came from Readfield and took the lot next south of Staples. Robert Williams had made a small clearing upon the lot and sold to Mr. Johnson, who also bought the lot opposite and cleared up a large farm upon which he lived until his death in 1856. His son, Lewis B. Johnson, then came into possession of the homestead farm upon which he made many improvements. He was also for some years employed in teaming to Bangor and was engaged in trading and lumbering, and built the first mill in the town. Mr. Johnson sold the farm in 1868 to Mr. J. T. Drake and moved to Houlton, where he was for some years engaged in trade and is now one of the prominent and substantial citizens of Houlton. He held the office of County Treasurer of Aroostook for six years and was afterwards sheriff of the County for a term of six years. He is now

president of the Farmers' National Bank of Houlton.

Another of the early settlers of this portion of the town was Noah Furbush, who came in 1843 and took the lot next south of Mr. Johnson's. He lived there some ten years and moved to Lynn, Mass., where he still resides and is engaged in the soap business.

Major Abner True came to Littleton from Lincoln about 1845 and took the lot next to the center line of the town. Here he made a clearing, built a house and opened a hotel which he kept for many years. Major True died nearly 20 years ago and is still remembered as one of the pioneer settlers of the town.

In the portion west of the County road one of the earliest settlers who remained to make a home was Mr. William Wiley, who moved from Massachusetts to New Brunswick in 1825 and in 1849 came to Littleton and bought of a Mr. Rollins a lot half a mile west of the County road and south of the centre line. Some ten acres were cleared on the lot when Mr. Wiley purchased it. He made a good farm here and lived upon it until his death in 1863. His son, David Wiley, now lives on the old homestead, having made additions to the farm which has now about 100 acres of cleared land. David Wiley was a good soldier in the old Sixth Maine Battery and is a respected citizen of Littleton.

On the South Ridge one of the earliest settlers is Mr. Peter McGlynn, who emigrated from Ireland in 1848 and in 1850 came to Littleton and took a lot in what was then the wilderness portion of the town, a mile and a half west of the County road. Mr. McGlynn has now a fine farm with 70 acres cleared and has a good set of farm buildings. A good road now runs by his place and he is in the midst of a pleasant and prosperous neighborhood with fine fertile farms, all of which he has seen hewn out of the forest since he has settled on his lot.

Among the first to settle east of the stream were Samuel Adams, Francis Watson and John Little. They came about 1840 and have now all passed away. Mr. Joseph Henderson, the earliest living resident in this portion of the town, came from Ireland and settled in Littleton in 1843, taking a lot east of the Meduxnekeag and next to the New Brunswick line. The three settlers named above were the only ones in this portion of the town when Mr. Henderson came. Their only outlet was an old lumber road which let out to the road from Woodstock to Houlton and over this they took their grists to Cary's mill in Houlton in those early years.

This section now contains some of the finest farms in the town, occupied by substantial, independent farmers with neat and handsome buildings. Mr. Josiah Little of Portland had previous to 1840 acquired possession of the Williams College Grant and of him these early settlers purchased their land. Mr. Henderson wrote to his friends in Ireland of the opportunity for making a home in this new country, and in 1845 his four brothers, William, Nathaniel, John and Thomas Henderson came and settled on lots near Joseph. Of these all but William are now dead. The others left children who now occupy the old farms and are in comfortable circumstances.

On the west bank of the Meduxnekeag is the fine farm of Mr. James McClay, who came here from New Brunswick in 1850 when there were but few settlers in his vicinity, John Watson, James McBride and Charles Perry came from New Brunswick about the same time and settled on lots near Mr. McClay and all have made handsome farms.

Among the prosperous farmers east of the Meduxnekeag, besides the Hendersons already mentioned, are Mr. John Crawford, whose farm is the southeastern lot in the town.

The town is well provided with roads in all sections and a general appearance of prosperity is noticed. Large quantities of farm produce are hauled from Littleton to Houlton to be shipped and the farmers are now hopeful that the building of the Bangor and Aroostook Railroad will soon give them better facilities for exporting their produce.

The two half townships originally granted to Williams College and Framingham Academy were incorporated as a town on March 18, 1856, and the new town was named Littleton, after Mr. Josiah Little of Portland, a former proprietor. It is a prosperous and growing town with many good farms and pleasant, comfortable homes.

FORT KENT

Along the northern border of Maine for many miles flows the beautiful St. John, the grandest river of all this northern land. Broad and fertile intervals are along its banks and beautiful islands are dotted here and there throughout its course. Away from the river the land rises in broken ridges in many places and the scenery is the finest to be found in Maine. Fish River flows southward through a magnificent chain of lakes and

becomes a noble river before it pours its volume into the St. John. At the confluence of Fish River with the St. John is the old town of Fort Kent. The situation is naturally picturesque. Lofty hills rise at a distance from the river banks while near the water the land lies in gradually receding terraces of fertile soil. The village of Fort Kent is located on the level plain along the river and extends to the higher land on the banks of Fish River. At the point where Fish River enters the St. John is the old Block House, around which clusters the early military history of the town. This old structure is still in a good state of preservation and has recently been purchased by the State, and measures will be taken to keep it from destruction as it is a valuable monument of the history of Maine and should be most carefully preserved. Fort Kent has until quite recently been regarded as a remote point away on the northern frontier, separated from the rest of the State by a long distance and looked upon almost as a foreign country. Since the extension of the New Brunswick Railway to Edmundston, however, and the completion of the new road "through the woods" from Caribou, Fort Kent has been brought nearer to the outside world and has come to be known more as a part of the State of Maine. Passenger trains now run to Edmundston, N. B., but twenty miles below, and the extension of the Temiscouta Railroad will soon allow of railway travel to the station immediately opposite the town. By the opening of the new road by way of the "thoroughfare" between the Lakes, Fort Kent is brought within about forty miles of Caribou and the ride is an easy and very pleasant one. From Caribou village the road runs through Woodland to New Sweden and crossing that town enters the wilderness township of 16, R. 3. Soon after entering that town it crosses the Little Madawaska River and running into 16, R. 4, skirts along the beautiful Madawaska Lake.

Here the citizens of Caribou have erected a handsome club house on the shore of the lake and the place is much frequented as a summer resort by the people of that enterprising village. After passing the lake the road runs for a long distance through the forest, though there are small clearings at intervals for the entire distance.

The history of Fort Kent dates away back to the time of the Aroostook War with the events of which controversy it was intimately connected. There were settlers upon the town long before that memorable conflict, as will be seen by reference to the chapter on the early Acadian settlement along the upper St.

John. The present article will deal more particularly with the history, development and present business of the good town of Fort Kent.

The first settler upon the territory now included in the town was Mr. Joseph Nadeau, who was born some twelve miles farther down the river in what is now the town of Frenchville. Mr. Nadeau is wont to relate that in his boyhood came the cold year, now remembered by but a very few aged settlers, but a matter of tradition with all this people. The season opened unusually early and April was warm and sunny. Nearly all the seed was put into the ground in that month. In May a heavy frost came and killed all the crops which were just sprouting from the ground. The people re-seeded the ground and had still a prospect of a good crop, but in June a heavier frost succeeded which killed everything and made a crop impossible for that year. Much suffering ensued among the French settlers along the river and as the snows of the following winter came on many of them made the journey through the woods to Canada and sought refuge among the French settlers along the St. Lawrence. Mr. Nadeau related that his mother, who at the time had a nursing infant, was placed upon a sled and hauled by dogs through the woods to Canada. At the house at which she found refuge was another infant which Mrs. Nadeau nursed. This child grew to be a stalwart man and in after years became Mrs. Nadeau's second husband.

Many other interesting reminiscences and traditions of these early times along the river are related by the older people and their descendants, but we have not space to record them here.

Mr. Joseph Nadeau came to what is now Fort Kent in 1829 and built a log house on the land included in the farm now owned by Mr. Samuel Stevens. He was then unmarried and his nearest neighbors were at Baker Brook, some seven miles below on the opposite side of the river. He lived alone for two years, when he married and continued to reside upon his little farm, to which he made additions by clearing new land each year. In 1836 his brother, Sefro Nadeau, came and settled on the point at the mouth of Fish River, where he remained until the Maine troops came down to the point, when he removed to the thoroughfare at the foot of Long Lake on the road from Ashland to Fort Kent, where he continued to reside until his death in 1873, and where his son, Joseph Nadeau, still lives.

Not long after Mr. Joseph Nadeau settled at Fort Kent, or

at Fish River, as it was then called, Mr. Daniel Savage built a mill on Fish River, something over a mile above its mouth, on the site of the present mills. Mr. Savage came from the town of Anson about 1827, and settled first at Baker Brook on the northern bank of the St. John River. A number of years afterwards he moved to Fish River and built a small mill. Mr. Fred W. Hathaway of Fredericton had a grant of this mill lot from the British government and this title being afterwards confirmed by the commissioners under the treaty of 1842, Mr. Hathaway took possession and Mr. Savage moved some eight miles farther up the river to a beautiful island now in the plantation of St. John. Here he continued to live until his death and his children are still residents of this section.

Lumbering parties from Maine and New Brunswick were carrying on operations in the forests of this section and soon arose the difficulties in regard to the disputed boundary. Both governments claimed the land and many troubles and complications arose in regard to the timber and the rights of operators. In April, 1839, the first armed party appeared at the mouth of Fish River. As we have related in a former chapter, this company of about sixty men came down the Aroostook River upon sleds hauled by horses from Masardis to the mouth of Little Machias River in Ashland, then went up that river to Little Machias Lake, crossed the "portage" some three miles through the woods to Portage Lake, from which place their route was down the lakes and Fish River. The company made their first stand a number of miles above the mouth of Fish River at what is now called Soldier Pond, but afterwards came down to the point at the mouth of the river where they extended a boom partly across the St. John River. Farther out in the river at the head of the island a pier was built and the boom extended to this pier. The current setting toward the southern shore brought the logs coming down the St. John into this boom, where they were detained by Capt. Nye and his company, on the ground that they were cut by Provincial trespassers upon Maine territory. Capt. Nye also commenced the erection of a block house on the point for the protection of this boom, as its destruction was threatened by the Provincial authorities.

In the fall of 1839 Capt. Nye's company returned to their homes, being relieved by a company under Capt. Stover Rines of Old Town. In the summer of 1840 the block house was completed by Capt. Rines' company and was named Fort Kent in honor of Governor Edward Kent, who was that year elected

Governor of Maine. Capt. Rines' company remained at Fort Kent until September, 1840, at which time a company of United States troops under Capt. John H. Winder came to Fort Kent and took possession of the post. Capt. Winder afterwards obtained an unenviable notoriety as Maj. Gen. John H. Winder of the Confederate army and commandant at Libby Prison.

Upon the arrival of the regular troops work was at once commenced upon the construction of buildings for the proper accommodation of the post. The place selected was upon the high ground a short distance above the mouth of Fish River and here a handsome parade ground was constructed. A large building was erected for the barracks and two large double tenement houses for the accommodation of the officers. The other buildings consisted of a hospital, commissary store, stable, blacksmith shop, etc., all of which were most thoroughly and substantially built. The only one of these buildings now standing entire is the residence of Major William Dickey.

One of the officers' houses was for many years occupied as a residence by Col. Davis Page and after his death by Deputy Collector Edward Wiggin. It afterwards became the property of Mr. B. W. Mallett, who has removed it and erected a very handsome modern dwelling. The other house which stood upon the site of Deputy Collector I. H. Page's present residence was burned as was also the hospital. The stable and commissary building entered into the construction of Mr. Page's barn. A lofty flag pole was erected on the corner of the parade ground and remained standing for many years after the departure of the troops. It was finally decided to cut it down, as it had become somewhat inclined, and it was feared that it might be decayed and fall. It was found, however, to be sound and solid to the core, being a beautiful stick of white pine. One of the old French settlers relates that he assisted in raising this pole and that a tin box containing historical records, the officers' names, some coin, etc., was buried beneath the pole. It would be interesting to excavate this box, as the spot is still known, and examine its contents.

These years during the military occupation of Fort Kent were lively years for this little frontier settlement. A number of those who came with the Maine posse remained and took up farms and others were attracted hither by the large lumber operations then carried on. French settlers also came to the town and the number of inhabitants considerably increased.

The firm of Jewett & March of Bangor were carrying on

large lumber operations here during those years, their business being the making of pine timber which was then abundant in this vicinity. Shepard Cary was also operating further up the river and had a store at Fort Kent.

Mr. Moses Rines, who came with his brother, Capt. Stover Rines, remained for a time after the departure of the Maine troops and purchased Mr. Joseph Nadeau's improvement. Mr. Nadeau then moved to a lot a short distance farther up the river, where he built a house and kept a hotel for many years. Mr. Nadeau was long one of the prominent citizens of Fort Kent, and was a man of much natural ability, though lacking the advantages of an education except to a limited extent. He was a man of genial temperament and is remembered by all as an honest, kind and hospitable citizen. His death occurred in January, 1885.

In the fall and winter of 1839 the road was cut through from Ashland to Fort Kent. This work was under the direction of Col. Charles Jarvis of Ellsworth and his book of accounts with the men employed serves us as a desk as we write these lines upon the banks of the beautiful St. John. The work seems to have commenced in September 1839 and to have continued through the winter. The wages paid the men was \$18 per month for common laborers or choppers and a higher rate for special services. Upon this book appear the names of several who have since been known as prominent citizens of the County. The building of this road also brought much business to Fort Kent and a number of the laborers remained in the town.

Messrs. Jewett and March bought of Mr. Rines the farm upon which Mr. Nadeau originally settled and about 1844 built the hotel afterwards kept for many years by Mr. Samuel Stevens. They also built the store opposite the hotel and traded there for a number of years.

About the year 1843, the firm of West & Niles bought of Fred W. Hatheway the mill privilege on Fish River and the land connected with it. They removed the old mill built by Daniel Savage, rebuilt the dam and built a large mill. This mill contained an up and down saw, two clapboard machines and two shingle machines. The mill was built upon the east side of Fish River and the lumber was rafted and run down the river to Fredericton and St. John. In 1852 Mr. Silas Niles, of the firm of West & Niles, died and the firm became West & Jenkins. In the spring of 1854 the river cut around to the east of the mill and washed away about three acres of land, together

with two houses, a large barn, a store, blacksmith shop and boathouse. The bridge which had been built two years previous was also carried away. The mill was upon a ledge and was not carried away, but the river now flowed in a new channel around the end of the dam. During the same summer the dam was continued across the new channel and a large new mill was built for the manufacture of deals for the English market. This mill had a gang of six saws and contained very powerful machinery. The firm continued to run these mills until 1865, when they were sold to Mr. Asa Smith of Old Town, who very soon afterwards sold them to Mr. George Seely. In 1868 these mills, together with a large amount of lumber, were burned, and the mills were never rebuilt.

Mr. Samuel Stevens first came to Fort Kent in the year 1845 as clerk in the hotel for Jewett and March. Mr. Joseph Nason of Bangor was then clerk in the store. At that time Mr. E. D. Jewett remained most of the time at Fort Kent, taking charge of the business there and Mr. Carlstin Jewett had charge of the operations in the woods. The operations at that time were upon the Allegash River and a large number of men and teams were employed. In 1848 Mr. Stevens bought the hotel and store and commenced trading on his own account, the firm of Jewett & March giving him their large trade. Mr. Stevens continued in trade until 1860, when he was appointed Deputy Collector of Customs. He held this office six years, when he was succeeded by Thomas B. Reed of Bowdoinham. Since that time Mr. Stevens has been engaged in farming and keeping the hotel. He was also postmaster for some time.

In 1847 Mr. C. K. Bodfish of Gardiner and Col. David Page of Waterville bought of West and Niles that part of the mill lot lying on the west side of Fish River, together with one half of the dam and privilege. Upon this they built a saw mill containing an up and down saw, clapboard machine and shingle machine, and commenced manufacturing lumber on an extensive scale. In 1848 Major Wm. Dickey came from Gardiner and bought the Page & Bodfish mill and continued in the business of manufacturing and shipping lumber until 1854, when he sold the property to Mr. Levi Sears. Mr. Dickey had in the meantime built a grist mill which also became the property of Mr. Sears, who a short time previous had married the widow of Mr. Silas Niles. Mr. Sears continued to run the saw mill until it was burned in 1878. He immediately rebuilt the saw mill and made extensive repairs upon the grist mill and was largely engaged in

trade and manufacturing and shipping lumber. In 1887 another washaway carried off the eastern portion of the dam and about an acre of land. The next year the dam was rebuilt and a new and substantial bridge was built above the dam, the State giving \$1000 in aid of the bridge. Mr. Sears died in 1886 and Mr. Silas Niles carried on the business for the heirs a number of years with great success. The mills are now in possession of Asa M. Pinkham and Cassius Sears.

Soon after the treaty of 1842 Mr. James C. Madigan came to Fort Kent to establish schools in the Madawaska territory. Mr. Madigan came from Damariscotta Mills and was a friend and neighbor of Hon. Edward Kavanagh, then senator from Lincoln County, and afterwards Governor of Maine. Mr. Madigan had previously been assistant clerk of the lower branch of the Legislature of Maine. He was afterwards appointed Deputy Collector of Customs at Fort Kent, succeeding Mr. Hook, who came to the office immediately after the treaty. He continued in this office until about 1848, when he removed to Houlton and formed a partnership with Hon. John Hodgdon in law business and also in the business of purchasing timber lands. His successors in the office of Deputy Collector at Fort Kent were Col. David Page, Mr. C. K. Bodfish, Major Wm. Dickey, Samuel Stevens, Thomas B. Reed, Edward Wiggan, John Nadeau and I. H. Page. Until 1869 Fort Kent was in the Castine Customs District, but in that year the Aroostook District was formed, since which time the office has been connected with the Houlton Customs House.

Mr. John L. Turner was one of the business men of Fort Kent in the early times. In 1845 he was clerk here for Shepard Cary, who then had a store near where Mr. W. H. Cunliffe's house now stands. He afterwards built the store west of the hotel, where Mr. I. H. Page afterwards traded. Mr. Turner here did an extensive business for some ten years, when he removed to Fredericton, where he afterwards died.

Mr. Wm. H. Cunliffe first came to Fort Kent in 1846, in the employ of Shepard Cary. He continued in Mr. Cary's employ in the lumber operations until 1857, when he went into the lumber business on his own account. He soon afterwards bought the Cary property at Fort Kent, where he established a permanent residence. In 1865 he formed a partnership with W. H. Cary, a brother of Hon. Shepard Cary, and the firm of Cary & Cunliffe carried on an extensive lumber business upon the upper St. John and its tributaries. In 1873 Mr. Cary withdrew from the firm and removed to the West and Mr. Cunliffe took as a

partner, Mr. S. Walter Stevens. The new firm of Cunliffe & Stevens continued the business on a still more extensive scale, cutting one year as many as twenty-two million feet of logs. Mr. Cunliffe was also at the same time a partner in the firm of B. W. Mallett & Co., who carried on an extensive business in trading and buying shingles, having a large store on the New Brunswick side of the river opposite Fort Kent. In 1876 came the disastrous Jewett failure which carried down both the above named firms. Mr. Cunliffe gathered what he could from the wreck and has since established a successful business in lumbering and trading in connection with his sons, G. V. Cunliffe and W. H. Cunliffe, Jr.

Mr. Harrison Knowles came from Bangor about 1854 and bought one-half of the land owned by the U. S. Government. He built the house afterwards occupied by Mr. George Seely and now by Mr. I. H. Page. Mr. Knowles also built the store opposite the barracks, now occupied by B. W. Mallett. He was engaged in trade and in the lumber business until 1862, when he sold his property to Mr. George Seely and returned to Bangor. Mr. George Seely, who was for many years one of the principal business men of Fort Kent, came to the St. John River many years ago as clerk for John Glazier, who had a store on the English side some ten miles above Fort Kent. He was afterwards employed as clerk for John S. Gilman, who did business for a time at Fort Kent and also for Mr. Robert Savage. In 1862 Mr. Seely bought the Knowles property and went into trade and lumbering on his own account. In 1866 he bought the mills on the east side of Fish River and at the same time purchased Township 18, R. 6, one-half of 17 R. 6 and half of 17 Range 7. The mills were burned the next year and were not rebuilt. Soon after purchasing the mills Mr. Seely formed a partnership with Mr. I. H. Page and the firm of Seely & Page carried on a large business in trading, lumbering and buying and shipping shingles. The partnership continued until the death of Mr. Seely, which occurred in 1874. Mr. Seely was a man of strict business integrity, a gentleman of much culture, a warm-hearted, whole-souled, honest man. His death occasioned a serious loss to the whole community, by whom he was regarded with great respect and affection.

The United States troops who came in the fall of 1840 remained four years, leaving the post in 1844 after the boundary disputes had been fully settled.

The country upon the upper St. John is a most interesting

portion of the State of Maine and, though heretofore but comparatively little known, is yet destined to become a most important factor in the industrial record of the State and to be developed into one of the principal business sections of Maine. Could this country be connected with the great markets of the United States by a direct line of railway communication, and could the special lumber law be repealed and mills for the manufacture of lumber be established on the upper St. John, an immense business would then be built up, greatly to the advantage of the State of Maine.

From its situation upon the beautiful plain near the mouth of Fish River, Fort Kent promises to be one of the most important points upon our northeastern frontier. The railroad will soon be completed to Clair Station, immediately opposite Fort Kent, and thus by means of the ferry the town will be supplied with railway communication, although through a foreign country. Already pork and flour and all western produce can be laid down at Fort Kent cheaper than at Presque Isle, or Houlton even, and thus the days of high prices on account of the difficulty of transportation have passed away for that locality. Although the great business of pine timber making which built up the town in the old days has now become a thing of the past, and the large operations, now principally confined to cutting spruce and cedar, have moved further up the river, yet Fort Kent is still the center of a vast lumber business and from this source much money is brought into the town.

Mr. B. W. Mallett, now one of the principal merchants and lumber operators residing at Fort Kent, first came to the town in April, 1853. He came from the town of Lee, in Penobscot County, and was in the lumber business four years at Portage Lake before coming to Fort Kent. During the summer of 1853 he was employed by Major Dickey in the mills on Fish River and in the fall of the same year moved to the mouth of Negro Brook, a few miles below the mouth of the Allegash River. Here he bought of Isaac Hacker the mill built in 1845 by Hale and McGuire of Lincoln and by them sold to Mr. Hacker. He also built a house and store and for two years traded and manufactured clapboards at this place. In 1855 Mr. Mallet moved down to St. Francis, where he purchased a farm and built the house in which Mr. Angus Sinclair afterwards lived. He also built a store at St. Francis and farmed and traded here for six years. In 1861, he went into the employ of the Aroostook Land Co., and for five years was employed in scaling logs and looking after



SCENE ON NO. MAINE FAIR GROUNDS 30 YEARS AGO

wild lands. In 1866 he moved again to Fort Kent and bought a house on Main Street nearly opposite Mr. W. H. Cunliffe's. He formed a partnership with Mr. Cunliffe, under the firm name of B. W. Mallett & Co., and the firm built a large store on the New Brunswick side of the river immediately opposite Fort Kent. The firm of B. W. Mallett & Co. did a large business in trading and buying and shipping shaved cedar shingles, which at that time was an immense industry upon the upper St. John. Many millions of shaved shingles were at that time bought and shipped annually by the merchants of Fort Kent and other points along the river, and nearly the whole French population of that section was employed in their manufacture. The shingles were floated in immense rafts down the river to Grand Falls, where they were taken from the water, hauled by teams around the falls and again rafted in the basin below. They were then floated to Fredericton, where they were loaded in vessels and shipped to Boston and other markets. The shingles were made both on the American and Provincial sides of the St. John and the duty on Provincial shingles formed the principal source of revenue at the Fort Kent custom house at that time. The firm of B. W. Mallett & Co. continued to do an extensive business until 1875, in which year came the disastrous Jewett failure, in consequence of which the firm went by the board. It is fair to say here that both Mr. Cunliffe and Mr. Mallett came out of this failure with their reputation as honest business men unsullied and with the respect and sympathy of the entire community. In fact, their business integrity and experience was about all the capital left them from the general wreck, but upon this they have since both built up comfortable fortunes. After the failure Mr. Mallett was employed as a scaler for a number of years and in 1880 entered into partnership with I. H. Page, Esq., in the business of trading and lumbering which was extensively carried on by the firm until 1888, when Mr. Mallett purchased the entire business together with the house and land comprising the estate of Col. David Page, who died at Fort Kent in the fall of 1869.

Mr. I. H. Page came to Fort Kent when a boy with his father, Col. David Page, in 1847. In 1856 he went to Houlton as clerk for Mr. Rufus Mansur and afterwards for Mr. Patrick Collins. From Houlton he went to Fort Fairfield to clerk for Hon. Isaac Hacker, remaining there two years and then taking charge of Mr. Hacker's store at Van Buren for a year and a half. He was afterwards for two years in the employ of Mr. C. F. A.

Johnson of Presque Isle. In 1864 he was appointed to a clerkship in the quartermaster's department of the army in Virginia, where he remained a year and in 1865 returned to Fort Kent and went into the employ of his brother-in-law, Mr. George Seely. In 1866 he entered into partnership with Mr. Seely and the firm of Seely & Page carried on an extensive business until the death of Mr. Seely in 1874. Mr. Page continued to carry on the business under the firm name for two years, when he purchased the entire business, in which he was engaged on his own account until 1880, when the firm of Page & Mallett was formed. In 1888 Mr. Page sold his interest in the business to Mr. Mallett and in May 1889 was appointed Deputy Collector of Customs at Fort Kent, which office he now holds.

On the "hill," as it is called, or the slight elevation near the bank of Fish River, is a handsome square, formerly the parade ground of the United States troops. On the north side of the square are located Mr. Mallett's store and the Custom House, on the east and west sides the residences of Mr. Mallett and Mr. Page, while on the south side is the residence of Major William Dickey, formerly the old barracks building. This building Maj. Dickey has repaired and modernized to a considerable extent and has finished the interior into a most comfortable residence. Mr. Cyrus H. Dickey, a son of the Major, also makes his home here when not engaged in the woods or upon the river. Mr. C. H. Dickey was for a number of years a member of the firm of Eaton & Dickey, doing business at Frenchville, twelve miles below Fort Kent, but has latterly carried on an extensive lumber business on his own account, his operations being upon the St. John River a long distance above Fort Kent. Major William Dickey, one of the oldest settlers at Fort Kent now living, is well known throughout the state of Maine. The Major is now upwards of eighty, but is still hale and vigorous and will represent his district in the Legislature the coming winter with his usual ability and success. He was first elected to the Legislature from the town of Strong in 1841 and has been a member of twenty legislatures. He has a pleasant home with everything needed for comfort and is quietly passing his declining years surrounded by his affectionate children and grandchildren.

From the northwestern corner of the square the street descends slightly to the beautiful plain upon which a large part of the village is situated. As we descend to the lower ground we come first to the large building on the right, owned by A. G. Fenlason, Esq., the village lawyer. This building was built

some years ago by Mr. Levi Sears and was intended for a store. After the death of Mr. Sears it was purchased by Mr. Fenlason, who first came to the town nearly twenty years ago as teacher of the high school. He afterwards studied law, and having married a daughter of Major Dickey, established his residence at Fort Kent. He is now doing a successful business being engaged in a number of enterprises outside of his profession, and is accumulating property.

In those old days no gayer place could be found in all the State than Fort Kent, and none where money was more plentiful, or was spent with a freer hand for everything that pertained to social enjoyment. Far removed as the town then was from the more populous portions of the State, its citizens were compelled to rely on their own resources for enjoyment and the large amount of money coming to them from the prosperous lumber business in which most of them were engaged gave them ample means for gratifying every desire for social pleasure. Fine turnouts were the order of the day and some of the best horses in the State were then owned at Fort Kent. Roadsters that could make their hundred miles in a day were not uncommon, and in winter season a race course was kept cleanly swept upon the icy surface of the St. John, and here many notable contests were engaged in between the fast steppers of the town. Those days of exceptional business prosperity and of easy money making have long since passed away and with them many who were then active business men in the town, but the warm social atmosphere still remains and in no town in the State will a visitor worthy of attention be received with more generous hospitality than in the Fort Kent of today.

The Fort Kent Training School, when first established by the State, held alternate terms at Van Buren and Fort Kent, and each town furnished the building for its temporary accommodation. A few years ago the school was permanently located at Fort Kent and a building was erected by the State. The school building is very pleasantly located and the grounds are spacious and well kept. The school was instituted for the purpose of training the native teachers and also to afford the means of a practical education to all the youth of this region who were disposed to avail themselves of its advantages. The school has from its foundation been under the instruction of Vital Cyr, B. A., a graduate of Orono College, as principal, and for most of the time Miss Mary Nowland of Ashland, has been assistant instructor. Mr. Cyr is peculiarly adapted to his position, being

a native of Fort Kent, of French parentage and thoroughly acquainted with the language and institutions of his people. Under his management the school has been a marked success and has greatly benefited the youth of this vicinity. Much of the success of the school is also due to the efficient work of Miss Nowland, the accomplished assistant teacher, who possesses superior qualifications as a teacher and is wholly devoted to the good of her pupils. In company with Major Dickey, to whose efforts the school is largely indebted, we recently spent a half day in this school and were much pleased with the methods of instruction and the advancement made by the pupils. We were pleased to see that the stars and stripes float over the building and that the pupils are taught that they are American citizens.

The town of Fort Kent includes the most of the two townships of 18, Range 6 and 18, Range 7, and has the St. John River for its entire northern boundary. There is much good farming land in the town and this is being cleared and brought under cultivation. With the exception of the village almost the entire population of the town are of French descent, and of the Roman Catholic faith. Much interest in education is now being taken by the French citizens and a marked improvement is noticed. The population of the town in 1890 was 1826.

UPPER ST. JOHN RIVER COUNTRY

In the northern part of Aroostook County is a large French population, a part of whom are descendants of the old Acadian refugees and a large portion emigrants from Canada and their descendants. These people, though American citizens and constituting a portion of the permanent population of the State, are, nevertheless, in many respects a distinct and separate community and will remain so to a great degree for many years to come.

The Scandinavian colonists of Aroostook have been in the County twenty years, and a stranger now riding through New Sweden will see very little to remind him that the town was settled by a foreign colony and another generation will find this people wholly Americanized and merged into the general, homogeneous mass of the population of this section. This is accounted for from the fact that the Swedes are of kindred blood with us and, in common with us, are members of the old Anglo Saxon stock.

With the French it is entirely different. They are not only of another nationality and with language, manners, customs and traditions different from ours, but they are of a different race also. They are of the Latin race which is not readily grafted upon Anglo-Saxon stock and hence they are not readily merged into the general mass of the population of this region. There are of course instances more or less frequent of intermarriage between the French and native Americans and in some cases the distinctive characteristics seem in a great measure to disappear in the next generation, but as a rule the lines of race are as distinctly marked amid the general population of the County as are the lines of the Gulf Stream in the midst of the waters of the Atlantic.

For many years the French have been inhabitants of Canada, but they are still a separate people and the Anglo-Saxons have not as yet been able to absorb them into a common nationality. The manners, customs, traditions, dress and language of the people along the St. Lawrence are still largely those of France, rather than of England or America, and such they will continue for many years. So when we reach the banks of the beautiful St. John in the northern part of Aroostook County, we can in many places readily imagine ourselves in a foreign country. It is true a considerable change has taken place in the last ten years even, in regard to the conveyances, the agricultural implements and the methods of farming among this people and many American ideas and customs have been accepted. Schools in which the English language is taught and the literature of our country introduced to a certain extent are having their influence, and some idea of the fact that they are a part of the State of Maine and of the United States is beginning to make itself manifest especially among the younger portion of the population. Notwithstanding this, the old traditions remain and the institutions and religious ceremonies of Catholic France still exert a controlling influence among this people. With them the New England Thanksgiving day is almost unknown, and Christmas is not the "Merry Christmas" that we enjoy. Their holidays are distinct from ours to a great extent. New Year's day is particularly a day of feasting and merriment, while "Mardi gras" is the chief holiday of the year. Others there are but they are those handed down in the traditions of the Catholic Church and of foreign lands and have little to do with our distinctive American institutions. Fourth of July is little of thought of among this people and it will be long before Concord and Bun-

ker Hill, or even Gettysburg and Appomattox will have much significance in the minds of our French fellow citizens. These remarks are made in no disparaging sense, nor with the least intention of unkind or adverse criticism upon this interesting and kindhearted people. They are simply introduced to note the difference between separate national characteristics and the difficulty of ready amalgamation between the Latin and Anglo-Saxon races.

The people of Madawaska, as this whole upper country settled by the French is called, are a simple minded, light hearted, pleasure-loving class, of kindly and most hospitable manners and peaceable and law-abiding in their general deportment. Their tastes are simple and their wants comparatively few and apparently easy to be supplied. They are a peculiarly social people and love to assemble in large numbers for the enjoyment of their innocent pastimes, or for the celebration of their religious *fetes*. Music and dancing have great charms for them and they are naturally pleased with gay colors both in dress and in the pictures with which they love to adorn their houses. Their diet is simple and they are in no way given to extravagance in the matter of food and drink. Though apparently caring only for the needs and pleasures of the passing hour, yet many of them have snug little sums, largely in specie, safely stowed away in some old chest or other chosen repository, to be drawn upon only in case of actual emergency. In their intercourse with strangers they are polite, kind and hospitable to a degree most noticeable by all who have lived or journeyed among them, and in no section of our land will the traveller, meeting with any mishap, or needing rest or refreshment, be more kindly and cordially cared for than in Madawaska. The "dry plank" and the best bed are ever at the disposal of the stranger guest who may be compelled by circumstances to throw himself upon their good offices and no amount of pains or personal inconvenience is spared to render all possible assistance in case of mishap. In a number of instances, when travelling in a winter night and forced by the storm to call for shelter, have we been placed in the warm bed, just vacated for our comfort by the host and hostess, while they sought for themselves other quarters, probably far less comfortable. They are of the Roman Catholic faith and are devotedly attached to their church and scrupulously faithful in religious observances. Upon this point they are peculiarly sensitive and readily resent anything approaching ridicule or opposition to their cherished religion. Thus held to-

gether by the strong bond of religious unity, which permits no sectarian divisions or discussions among themselves, and looking with extreme disfavor upon anyone of their number who presumes to desert the church, or even to neglect attendance upon her ordinances, they more naturally remain a distinct people and are less readily absorbed in the general mass of the population of the country.

Their methods of agriculture are generally of a somewhat crude and primitive sort, as they are extremely conservative and in this, as in other matters, are slow to adopt new innovations, preferring rather to cling to old usages.

Since writing the above lines, giving our personal impressions in regard to the natural tendency of our French fellow citizens to remain a distinct people, our attention has been called to a French work, written by M. Rameau more than a quarter century ago, entitled "*La France aux Colonies.*" This author particularly emphasizes this point and even goes farther than facts of subsequent occurrences would seem to warrant. We venture to translate a few passages, hoping they may not be void of interest in this connection.

After speaking of the increase of the number of Acadians in Nova Scotia during the present century, and of their complete separation from the English residents of that province, M. Rameau says: "All authors virtually agree in bearing witness to the preservation of their language, of their national character, and to the vigilant care which they have given to these matters. Notice what Halliburton, who was a judge in Nova Scotia, wrote in 1829: 'While the Germans tend to merge themselves in the mass of the population, the Acadians remain distinct as much as possible, preserving their religion, their language and their peculiar customs; they never marry with their protestant neighbors. Among themselves they speak French, but it is mixed with some words derived from the Indian and from the English. The men, however, generally know English, but few of the women understand that language. The Acadians have a peculiar attachment for their language and their customs, and although their business often brings them among the English, they never marry with them, never adopt their manners and never quit their villages.' "

These words of Judge Halliburton, quoted by the French writer, may have been strictly true of the Acadians of Nova Scotia at the time when they were written and may continue to be so today, but they are not altogether true of their fellow

countrymen in Madawaska. There, though as a rule they marry among themselves, yet marriages with Americans are not infrequent and will probably become less rare as the younger people become better educated and the number of Americans increase in that locality. Again says Rameau, in speaking of the Acadians of Madawaska, in which number he includes all the French population on both sides of the upper St. John and which he places in 1861 at about 12,000: "Communication is becoming now more and more frequent with Lower Canada, and probably all the commercial relations of that country (Madawaska) will take place in the future through the little town of Trois Pistoles on the St. Lawrence. There is then reason to hope that the supremacy of the American merchants will gradually disappear from these villages and that in consequence an end will be put to the introduction into the language of the Acadians of Anglicisms which have crept into it during the last thirty or forty years.' "

Despite the solicitude of this ardent French writer, his dream of a permanent Acadia upon the upper St. John, with manners unchanged and language uncorrupted as when the ancestors of this people peacefully enjoyed their quiet homes "on the shores of the basin of Minas" is hardly destined to be fulfilled. To a great extent they will remain a distinct people for many years to come, but their manners, methods and language will gradually become more and more like those of the American residents in their midst. Communication with Canada is indeed becoming more easy and frequent, but the iron horse now courses away across that country, and, harnessing to his load from the grain elevators and flouring mills of our own great western cities, bears it back and lays it down at the doors of the French *habitans* on the northern border of Maine.

The vast lumber operations upon the upper St. John, carried on for the most part by Americans, either from Maine or New Brunswick, employ large numbers of the French population and thus their young men are brought into immediate contact with our business men and business methods. For these reasons some might predict that though no hostile military force should come with fire and brand again to disperse this quiet people, yet the onward march of events in the development of the country, the opening up of new railroads through our own county and the establishment of new and varied industries might in time accomplish the same results to a considerable extent. Yet could our French prophet, whom we have quoted above, visit the Madawaska region today, he might with truth say to

us something like this: "Look upon the condition of things among this people a half century ago and compare it with that of today. Then all the business of the country was done by American residents, while the simple Acadian, with no education and very little ambition in that direction, contented himself with raising his scanty crops and caring for his little flocks and herds. Now there are native French merchants at every point where business is carried on. The American settlers have decreased in numbers, while the French have increased to a wonderful extent. Not many years ago a large number of American merchants were doing business at Van Buren, Grand Isle, Madawaska, Frenchville and Fort Kent. Today the number at Van Buren and Fort Kent is very much diminished, while those at the other points mentioned have almost entirely disappeared and their places are occupied by French merchants and business men. Starch factories were built throughout the district by Americans from Maine or New Hampshire. Now nearly every one of them is owned by Frenchmen who have added to the number new factories at different points. Mills have been built at various places by Frenchmen and are now being successfully operated. Young men of the same nationality have been educated as lawyers and as physicians and have almost entirely supplanted the Americans in those professions. Fifty years ago the French settlements were confined to a narrow strip along the river with a vast wilderness in their rear. Now they have extended throughout nearly the entire portions of the towns originally occupied and have pushed their settlements through from Van Buren to Caribou, from Fort Kent to Portage Lake and are fast encroaching upon the lands between Fort Kent and New Sweden. New parishes have been formed in places then covered by the wilderness and large churches, filled each Sabbath with devout worshippers, now stand where stood the forest then. In all this country upon the upper St. John with its immense lumber business, carried on for many years and with its fertile soil there is today but a handful of American residents, not so many as fifty years ago, while the children of the Acadians have multiplied many fold and are becoming a dense population in all this region. At Van Buren only is there any Protestant church building, and that a small chapel built by the Episcopal bishop, with a pastor but a portion of the time, and this field will probably soon be abandoned for want of support. Upon the entire extent of the St. John River in Maine there is no clergyman of the Protestant faith and the services of that church are nowhere

maintained. The country is French and such it is destined to remain."

Certainly the view of the situation outlined above is largely warranted by the facts in the case and it would be indeed interesting could one visit the Madawaska region fifty years hence and note the effect of another half century upon the language, manners and customs and religious faith of this people.

From Caribou village the road runs northward for six miles across the north half of the town of Caribou, and continues on in the same direction across Township K, Range 2, Cyr Plantation and a corner of Van Buren to the St. John River.

The large mills of the Van Buren Shingle Co., located on the main river, and the long train of cars steaming along on the New Brunswick shore give a business aspect to the picture and indicate that all is not rural quiet and pastoral simplicity in this other Acadia. There are two other saw mills in the town, both located on Violette Brook. These are the Hammond mills, containing two shingle machines, and the Souci mill, with two shingle machines and a rotary. Mr. Fred B. Violette has a grist mill and carding mill. Mr. W. C. Hammond was for many years the principal business man at Van Buren and was formerly extensively engaged in trade and in the business of cutting and manufacturing lumber. He also had a fine farm a short distance below the village. His sons were also engaged in business here, but all save one have now moved to the far West and Mr. Hammond, having retired from active business, contemplates joining them. Mr. C. F. Hammond is now the only American resident who has been in business here for any considerable time. He is a relative of W. C. Hammond and is the principal merchant of the town. Mr. Hammond is also deputy collector of customs at Van Buren, and his daughter, Miss Margaret Hammond, is the village postmaster. P. C. Keegan, Esq., is the principal lawyer, and Drs. T. H. Pelletier and J. C. Upham are the physicians.

The town of Van Buren is nearly in the form of a right angled triangle, of which the west line, some eight miles in length, is the perpendicular, the south line of six miles the base, and the St. John River the hypotenuse. The settlement along the river is continuous for the whole distance across the town and there are large settlements back from the river in various portions of the town. The population of Van Buren is 1168.

The French are a remarkably prolific people and large families are the rule among them. They are also a home loving

race and for this reason, as sons grow up and marry, the paternal estate is divided and the children are settled near the old home. All along the river the farms are divided into narrow strips, each having a front on the river and running far back upon the higher land in the rear. Thus the dwellings are brought near together and along the road on both sides of the river a continuous settlement extends for many miles.

For nearly ten miles the road runs through the northern part of Van Buren and then enters the town of Grand Isle. This town is named after the large and fertile island in the St. John within the limits of the town, and has a population of 964.

In establishing the boundary the channel of the river was made the dividing line, hence all islands lying on the south of the channel are in the State of Maine, and those on the north are in the Province of New Brunswick. The land in that portion of Grand Isle which borders upon the river is productive and easy of cultivation, but farther back the soil is not so good, and the town is not so thickly settled away from the river as many of the other towns.

Twelve miles above Van Buren we come to the large estate of Dennis Cyr, a son of Paul Cyr, one of the early residents of the town. The Cyrs are of old Acadian stock and the different branches of the family are quite numerous in all this region. Mr. Cyr's house is a very large two-story building with broad verandas and is situated on a handsome plain some distance from the road and near the bank of the river. Mr. Alexis Cyr, who died some years ago, resided near here and was one of the principal citizens of the town. He was a brother of Dennis, and both received a good English education at the old Houlton Academy. Alexis Cyr represented his district in the State Legislature a few years before his death and was a man of considerable ability. Mr. Remi Plourd, another prominent citizen of the town, has a good English education and has been in trade here for some years.

On the hill near the Cyr estate is the fine large church of Notre Dame de la paix, a large white structure with a lofty spire. In matters pertaining to religious worship the people of these French towns have this marked advantage over the settlers in other Aroostook towns—they are all of one religious faith and hence by uniting their contributions are able to build one large church in each town and to give a generous support to a permanent pastor. Up to 1869 this whole Madawaska country on both sides of the St. John River was a part of the diocese of

Chatham and its religious affairs were under the control of that bishop. In that year, however, a division was made, and all the parishes on the American side were attached to the Portland diocese, now under the pastoral care of Bishop Healey, who once in two years makes a visit to all these churches. The visit of the bishop is an event of much importance to the people of these towns, and great preparation is made for his reception. Small trees are cut down and planted on both sides the road at short distances apart, making a continual grove of bushes for more than fifty miles. At each church handsome arches are built across the main road and many elaborate decorations are made. The influence of the priests over the people is very great, and in most cases is exerted in favor of temperance, sobriety and good citizenship. Formerly the priests influenced the people in regard to their political action much more than at present. Now the priests as a rule do not take so active a part as political partisans and the action of the people in this respect is becoming more independent.

Madawaska is one of the largest, as well as one of the most fertile of the river towns. Nowhere are the intervalles and plains along the river so broad and extensive, or so smooth and unbroken, and nowhere are there more beautiful landscape views.

The town of Madawaska is composed of parts of townships 18 Range 4, and 18 Range 5. It has a river front of about nine miles, and extends back from the river nearly ten miles, including a large part of Long Lake, the northernmost of the magnificent chain of lakes which extends through the northern part of the 4th, 5th, 6th and 7th ranges of towns, and finds an outlet into the St. John by way of Fish River at Fort Kent. There are many roads in this town and many settlers on the lots back from the river. The population is 1451.

Leaving Madawaska, we next come into the town of Frenchville. Here the road, which for some distance has run nearly west as we travelled up the river, turns abruptly to the south and continues in that direction for nearly three miles, until we come to the great bend in the river known as Chataucoin, when it turns again and continues in a westerly course across the town. A short distance above the bend we come to the village of Frenchville at the mouth of the road leading out to Long Lake. Here there are a number of stores, a starch factory and some very handsome dwellings. This factory was built a number of years ago by Mr. J. W. Bolton, the present sheriff of the county, and Hon. Geo. W. Collins of Bridgewater.

Frenchville is a large town and has much good farming land. Its population is larger than that of any other town upon the upper St. John, being 2560 by the late census.

Next above Frenchville we come to the town of Fort Kent, and here we find that the high bluffs approach nearer the river and the land along the road becomes more broken. In one place the road runs along the base of a high mountain and the settlers along here do not see the sun until late in the day. Some twenty years ago a land slide occurred here, an area of many acres breaking loose from the high land and pushing out in a mass into the river. An abrupt break was made in the main road, that part which crossed the "landslide" being thrust over toward the river some eight or ten feet. A chasm of considerable depth and about ten feet wide was made on the side of the wooded hill back from the river and so abrupt was the break that trees were riven for some distance up the trunk and left standing astride the crevasse.

About three miles above Fort Kent village is the farm of Mr. Daniel Harford, one of the best farms in the town. A broad and fertile intervale stretches along the river front and the higher land in the rear is level and smooth. Mr. Harford is the son of John Harford, one of the earliest American settlers on the river. Mr. John Harford came from Saco about 1818 and first settled at the mouth of Baker Brook, some five miles below Fish River on the New Brunswick side. There was at one time quite a number of American settlers at that place in the early days when the question of the boundary was in dispute, and the little settlement played quite an important part in the history of that period. About 1820 Mr. Harford moved about eight miles above Fish River and settled on the American side in what is now the plantation of St. John. Here he cleared up a farm and was for many years engaged in farming, hunting and lumbering. His latter years were spent with his son, Daniel Harford, on the farm in Fort Kent.

Continuing on up the river we soon enter the plantation of St. John, and find the road here running somewhat south of west across this town. This township is not much settled except along the river road, where there is some very good land and a number of fine farms. A few miles above the town line we come to what was formerly the Savage estate, comprising a large tract of land on the main land and a very large and fertile island in the St. John River. Mr. Daniel Savage, who built the first mill on Fish River at Fort Kent, took up this tract of land many

years ago and lived upon the island, where he reared a large family of children. In company with his son, Gilman Savage, he afterwards built the large house on the mainland opposite the island and lived here until his death in 1854. The property was then divided and Mr. Robert Savage owns the east half of the large island. Mr. Gilman Savage afterwards moved to Fort Kent and engaged in trade, still retaining his interest in this property, and died at Fort Kent about twenty years ago.

A few miles above here we come to the large estate of Mr. Jesse Wheelock, upon which is one of the finest and most productive intervals upon the river. Mr. Wheelock is the son of Mr. Jesse Wheelock, who was for many years one of the prominent business men of this section. He came from Northborough, Mass., to the city of St. John, N. B., many years ago, and engaged in business there, owning largely in vessel property. About 1830, he removed to the upper St. John, settling first at Baker Brook. Soon afterwards he removed to what is now St. John Plantation and settled on the large interval now owned by his son. A small stream, known as Wheelock Brook, enters the river near here, and upon this the elder Wheelock built a grist mill and also a saw mill for the manufacture of clapboards and shingles. He engaged in farming and lumbering here until his death in 1837, when his son, Jesse J. Wheelock, took the property and continued to operate the mills for a year, when the estate was divided and Mrs. Duncan Sinclair, a daughter of Mr. Jesse Wheelock, came into possession of the mill property. Mr. Duncan Sinclair, who now carries on the mills, is a son of Mr. John Sinclair, who came from Restigouche, N. B., about 1840, and settled at the mouth of Little Black River. Ten years later he moved to a farm in St. Francis, where he lived until his death in 1884. Mr. Sinclair was of Scotch parentage and though a naturalized citizen of the United States, never lost his feeling of loyalty to Great Britain. When nearing his death he requested Mr. Robert Conners to procure a British flag in which his body might be enshrouded for burial. This wish Mr. Conners complied with and the old man's body now rests enveloped in the flag of the country he loved so well.

Opposite Mr. Wheelock's, on the New Brunswick side, is the store and fine establishment of Mr. Robers Conners, one of the largest lumber operators on the upper St. John.

The present survey of the Temiscouata Railroad terminates near Mr. Conners' store, but the line will probably be continued further up the river. Continuing up the river on the American

side, we pass the farm of Mr. Samuel Russell, who came from Kennebec many years ago and who always has a yoke of noble big oxen, and come to the Hunnewell farm on the line between St. John and St. Francis. Mr. Barnabas Hunnewell came from Solon, in Somerset County, to St. John, N. B., about 1820. He afterwards removed to Baker Brook and in 1830, came up the river and settled on the large island now known as Hunnewell's Island, and included in the plantation of St. John. He also took up a tract of land on the main land, where he afterwards built his house and carried on a large farming and lumbering business. The country in this section was covered with a heavy growth of pine and the manufacture of pine timber was a most profitable business at that time. "Squire Hunnewell," as he was always called, was a justice of the peace for many years and was a man of much ability. His death occurred in 1868 and his widow still resides upon the old farm with her daughter and son-in-law. The Hunnewell residence is in the plantation of St. Francis, though the island and a large part of the farm is in St. John Plantation.

Continuing up the river road through St. Francis, we pass the farm of the late Mr. John Sinclair and soon come to Mr. Charles McPherson's, one of the oldest residents of the town. He came here with his father sixty-one years ago, and has lived at St. Francis ever since. His father, Mr. Charles McPherson, was born in Rhode Island, whence he removed to Restigouche, N. B., and came to St. Francis in 1829. He lived here some twenty years, and then removed to Mattawamkeag. His son Charles, the present proprietor of the farm, remained at St. Francis, where he has ever since been engaged in farming and lumbering and is one of the principal citizens of the town. He is now seventy years old but is hale and hearty.

Opposite the mouth of the St. Francis River which enters the St. John about fifteen miles above Fort Kent is the large estate owned and occupied for many years by the late Martin Savage, Esq. This estate consisted of three large and very handsome islands and a large farm on the main land. The house is a handsome two story building, built and finished in the most thorough manner and conveniently arranged in every part. On the opposite side of the road are a number of large barns and stables in which Mr. Savage always kept a fine stock of horses and cattle. Years ago, when Mr. Savage was living and his family circle was unbroken, this was one of the pleasantest homes in Aroostook. Here unbounded hospitality reigned and

friends were always sure of a cordial and warm-hearted welcome. Many merry parties have gathered around that ample board and joined in social pleasures within those spacious and handsomely furnished rooms. Mr. Savage was the son of Daniel Savage and moved to St. Francis about 1850. He engaged extensively in farming and raised large crops of grain which found a ready market in the lumber woods. He also carried on lumber operations to a considerable extent and was for many years engaged in trade at St. Francis. He also owned an interest in the starch factory at Frenchville and at the time of his death, which occurred in 1888, was possessed of a large property. After his death the estate at St. Francis was sold by the heirs, and his widow and three daughters, all that remain of a large family, are now living in the State of Washington. That part of the farm lying upon the main land is now owned by Mr. Neal McLean, an old resident of the town who has long been engaged in lumbering operations upon the upper St. John. The islands have been purchased by parties living upon the Provincial side of the river.

A short distance above Mr. McLean's the road runs along the summit of a high "horseback" formation thrown up to a considerable height from the midst of a beautiful plain. The view from this point is very fine, and as one looks down the river from this "horseback" the landscape scenery, consisting of river, islands and large cultivated fields, forms a picture of rare beauty. Aroostook is full of grand views and beautiful landscape pictures, but nowhere are they more beautiful than upon the upper St. John.

Above the mouth of the St. Francis the St. John is wholly within the State of Maine. The St. Francis is the boundary river from that point to the extreme northern point of the State, which is the northwestern corner of "Big Twenty," that township running entirely across the State and being bounded on three sides by Canadian territory. The plantation of St. Francis comprises Township 17, Range 9, and is thickly settled along the river, but has few settlers upon other parts of the town. There is much good land along the river but the land further back is not so fertile. Not far from Mr. McLean's is a deposit of slate of fine quality and lying so as to be very easily quarried.

The Catholic Church of St. Charles is located in this plantation and was built by Father Sweron in 1870. The population is 461, a majority of whom are French.

The Allegash Plantation above St. Francis is still another

organized plantation and there are many fine farms with large and costly buildings both upon the main river and upon the Allegash. Though these farmers are far distant from the business centers and their products cannot be shipped to outside markets, yet the large lumber business carried on in their immediate vicinity creates a demand for all their surplus products and brings a good cash market to their own doors. On this account their business has been a prosperous one and many improvements have, within the last few years, been made in the farms and farm buildings of this section. A large extent of country, including the Allegash and Little Black settlements, has been organized as Allegash Plantation and thus the settlers are permitted to exercise the right of suffrage and also to raise money for school purposes and to draw their proportional part of the State stipend. This plantation has a population of 83, a large majority of whom are of English descent.

The turnpike road extends up the river some four miles above the mouth of the St. Francis, and beyond that point the travel in summer is wholly by boats upon the river. The road has been laid out, however, by the County Commissioners as far up as the mouth of the Allegash; and justice to the settlers in this upper country demands that it be opened for travel. In the winter a good road is kept open on the river as far up as Seven Islands and large quantities of supplies are hauled up the river to the lumber camps above. A few miles from the mouth of the St. Francis, if we cross to the north bank of the St. John, we find a "portage" which leads through the woods some two miles to Fall Brook. This is a rough and noisy little stream flowing in a northeasterly direction across Township 17, R. 10, and emptying into the St. Francis a mile or two above the mouth of that river. The portage strikes the stream at the falls where the water dashes down over steep ledges, foams and rushes among large boulders so near together that we can leap from one to another and cross the brook to a fine camping ground on the other side. Here, we think, may be found today a tall pine stump hewn smooth on its sides and inscribed with the names of a merry party of some forty men, women and children who camped here for two nights twenty years ago. Six miles above the falls on this stream is a small lake in which trout are found in great abundance.

The Allegash River enters the St. John from the south some twelve miles above the mouth of the St. Francis. It is a large, strong, flowing river fed by numerous lakes, and with its many

tributary streams drains a large timber producing region.

At the mouth of the Allegash is a large farm where many years ago lived Mr. Samuel Bolton, father of the present sheriff of Aroostook County. Here Mr. Bolton raised large crops of hay and grain for the lumber woods and his house was a place of entertainment for lumbermen on their way to and from the camps.

Three miles above the mouth of the Allegash we come to the mouth of Little Black River, which rises away up in Canada and flowing in a southeasterly course enters the St. John on its northern side in Township No. 17, R. 11. The country in the vicinity of the Allegash and Little Black has been considerably improved within a few years and the good farms and substantial farm buildings give evidence of the prosperity of the settlers upon the newly organized Allegash Plantation.

Formerly the larger portion of the supplies for the lumber camps and also for the stores along the river was boated up the river from Fredericton. The boats used were large, flat bottomed scows with a cabin built upon the after end in which the boatman ate and slept, and upon the top of which the helmsman stood and steered the boat by means of a huge rudder. Some of these boats are capable of carrying two hundred barrels of pork, and are drawn up the river by horses. Two horses are attached to each boat by a long warp and are guided by a rider on the back of the near horse. The horses travel upon the beach whenever a "tow-path" can be found, but are often obliged to wade in deep water and in many places to swim the river as the tow-path changes from side to side. In the late fall when ice begins to form it is cold work for men and horses. Since the extension of the railroad to Edmundston supplies have been forwarded to that point and they will now come to Clair station opposite Fort Kent, and thus the tow-path will be very much shortened. Many supplies for the camps on the upper St. John are also brought by the Grand Trunk to L'Islet and St. Jean Port Joli on the St. Lawrence and thence hauled through the woods to Seven Islands and from there to the different camps.

Further on up the river, above Big Rapids we come to the Simmons farm on the north bank of the St. John. This farm was cleared many years ago for the purpose of raising hay and grain for the lumber woods, but latterly it has not been so well cultivated. A few miles further on brings us to Seven Islands. We are now some seventy miles above Fort Kent, but find the St. John nearly as wide here as at Woodstock. Seven Islands

has for many years been the most important point in all this forest region and has long been the depot of supplies for large lumbering operations. The old Cary farm is situated on the north bank of the river and includes also the islands which give the place its name, some of which contain many acres of fertile land and produce large crops of hay and grain. Many years ago Hon. Shepard Cary of Houlton carried on an immense lumber business on the St. John and Allegash and cleared up this farm for the purpose of producing supplies and also to serve as a depot for his extensive operations. The house is a large story and a half structure standing near the river bank and containing a number of ample rooms, the largest of which is the big dining room, with its long table, at which many hungry men have been fed. In the kitchen is a huge stone fireplace with its long iron crane upon which are hung the big pots in which many a toothsome meal has been cooked. There are a number of large barns upon the farm, the boards with which they are covered having been sawed with a whipsaw from the clearest and soundest of pine lumber. Upon the main land above the house is a large tract of level land of great fertility and under good cultivation. This large farm was for many years the property of the firm of Cary & Cunliffe, and afterwards of the firm of Cunliffe & Stevens, during which time large numbers of fine blooded animals were kept upon the farm. The estate now belongs to Mr. Arthur DeChaine, a former resident of Canada, who is extensively engaged in farming and lumbering.

On the opposite side of the river is the large farm of Mr. Frank Currier, which consists of many acres of fine, productive land and has commodious and well constructed buildings. Mr. Currier has lived here for many years and has engaged quite extensively in farming and lumbering, in which business he has been very successful. There are a number of other farms in the immediate vicinity, making quite a little settlement, the farthest from tide water on the upper St. John. The settlers were at one time organized as the Plantation of Seven Islands, and for a number of years the returns from Seven Islands were anxiously looked for before the result of an election could be formally declared. The present proprietor of the "Big Farm" not being an American citizen, the plantation a number of years ago lost its organization and Allegash now has the honor of being the farthest up river precinct to which politicians devote their attention. From Seven Islands a good road leads out across Black River to the Canadian border and continues on to

the St. Lawrence, the distance from Seven Islands to L'Islet being about forty miles.

Should we continue our journey up the St. John we should find that we have left behind us the last settlement in Aroostook County in this direction, and must conclude that at last we are in the woods. We may yet push on for more than twenty miles by the river before we reach the confines of Aroostook, for our course is now a southerly one, and when we cross the County line we find ourselves in the northern part of Somerset County. A few miles farther on we come to the forks, where the two branches of the river unite, and if we continue on up the St. John the boundary between Maine and the Dominion of Canada but now upon the western instead of the northeastern border of the State.

As we have reached at Seven Islands the *Ultima Thule* of Aroostook settlements upon the St. John we will return and make our way up the Allegash and see what we can find there in the way of cultivated improvements. The Allegash for some distance above its mouth is a rapid, noisy, strong flowing river during the open season, but we have travelled alone on its glassy surface in winter, when the bright sun of a quiet Sabbath morning was just tinting the tree tops on its rugged banks, and when hardly a sound was heard to break the stillness of Nature's grand solitude. At such times we were always reminded of Cooper's matchless tales and we think it must have been from just such scenes as can here be found that he derived much of his grand inspiration.

Twelve miles above the mouth we come to the falls, where the river dashes and tumbles over a rocky precipice and sends great islands of foam floating down the swift current below. On the face of the rock visitors have cut their autographs, one bearing date as early as 1833. Above the falls a number of settlers have made clearings and have comfortable homes. Joseph Gilbert, Thomas Moore, Thomas Larry and George McKinnon have here made openings in the forest and established their homes far from any road except in winter. Away to one side of the beaten track these families lead a quiet, peaceful life, while the busy, noisy world with its weary strife and endless contests moves on all unheeded and uncared for.

Three miles above the falls we come to the farm of Mr. Finley McLellan, who settled here many years ago and has now a good farm and comfortable buildings. It is a hospitable home and the traveller on reaching here is always sure of a kindly wel-

come. Being the last house for many miles it is a landmark in this section and distances are reckoned as so many miles from "Finley's," as from a point of departure.

We passed the mouths of numerous small streams and twelve miles above the falls came to the mouth of the Musquacook, a river of considerable volume flowing northward into the Allegash from a long lake which extends away down into Piscataquis County. Large lumber operations are carried on upon this stream and many logs are driven from it every spring. Mr. S. Walter Stevens has cut about seven millions upon Musquacook each year for a number of years and will this winter cut about the same quantity. Mr. W. H. Cunliffe's operation this winter will be upon the Allegash on Township 14 and 15, Range 11 and 12, 13, 14 and 15 R. 12. Both these operators have a large number of men and horses already in the woods, and with a favorable winter will have large drives.

LIMESTONE

Directly north of Fort Fairfield in the tier of townships lying along the boundary line lies the flourishing town of Limestone. Unlike many of the comparatively new towns in Aroostook County, the first opening made upon this forest township was for manufacturing instead of agricultural purposes.

In the year 1845 Gen. Mark Trafton of Bangor, then Custom House Officer at Fort Fairfield, conceived the idea of building a mill upon the forest tract to the north of that town for the purpose of manufacturing clapboards to be shipped to Boston market. The township was then known as Letter E, Range 1, and was wholly in its original wilderness state. A strong flowing stream ran through the township and emptied into the Aroostook River a short distance above its junction with the St. John. In the report of the Scientific Survey this stream was denominated Limestone Stream, from the geological formation near its mouth, and was so named on the Maine charts, though known in New Brunswick as Little River.

Gen. Trafton associated with himself Mr. B. D. Eastman of Washington County, who was at that time living at Fort Fairfield, and having previously obtained from the State Legislature a grant of 1600 acres of land in aid of building the mill,

commenced in June, 1845, to clear a tract of land on the bank of Limestone Stream, upon which it was proposed to erect the mill. Mark Trafton, Jr., a son of Gen Trafton, was also admitted as a partner in the enterprise, and the new company was called the Limestone Mill Company. With a party of axe men to clear the way through the forest, and with one pack horse to carry their provisions, they crossed the Aroostook River at Fort Fairfield and travelled through the forest in due north course until they struck the Limestone Stream. A large clearing was made during that summer and the next year, the summer of 1846, the new mills were built. A substantial dam was built across the stream and upon this dam was erected the saw mill containing an up and down saw, clapboard machine and shingle machine, and also a grist mill with one run of stones. The shingle machine was a Muzzy machine built in Bangor and hauled by ox team to Houlton, thence across to Woodstock, whence it was boated up the St. John and Aroostook Rivers to Fort Fairfield and hauled through the woods to the mill. The grist mill was built because the company had faith that the town would soon be settled and that then the mill would be needed. In the fall of 1846 the mill was completed and the business of sawing clapboards was commenced. A road was cut through the woods from the mill to the St. John River at a point called Merritt's Landing, about ten miles below Grand Falls, and over this road the clapboards were hauled during the following winter, and in the spring of 1847 they were rafted and floated down the river to Fredericton, whence they were shipped to Boston.

In the following year the road was made passable for wagons in the summer time. In 1847 the Traftons sold their interest in the enterprise to Mr. George A. Nourse, a son of Dr. Nourse of Bath, who had come to the forest of Aroostook for the benefit of his health. In 1848 the new firm of Nourse & Eastman built another small clapboard mill about a mile upstream from the original mill, and in 1849 undertook the hazardous experiment of driving bunches of clapboards down the stream with the intention of taking them from the water when the drive reached the St. John River and there rafting them. They turned 400,000 of pine clapboards in bunches into the stream and started to drive them down the stream as they would a drive of logs. The experiment proved unsuccessful and resulted in the loss of nearly the entire lot of clapboards. This, with other misfortunes, caused the failure of Nourse & Eastman

in 1851, and for a number of years not much business was done at the mills.

In 1847 the township was lotted and opened for settlement. In that year Andrew Phair took up a lot on the hill near the mill and Bernard McLaughlin took a lot some two miles distant, at what is now known as the "Four Corners." They were the first settlers who came upon the township for the purpose of farming, although some crops had already been raised by the Mill Company on the tract of land cleared near the stream. In the same year Orrin Davis took up a lot on the road opened from the mill to the St. John River, about a mile distant from the mill. At that time lots were sold to actual settlers for \$1.25 per acre, 50 cents of which was to be paid in money and the remainder in road labor.

After the inauguration of Gen. Taylor as President, Gen. Trafton retired from the custom House at Fort Fairfield and was elected as a representative to the State Legislature and it was largely through his influence that a change was made in the law relating to settling lands. The price of land was that year reduced to 50 cents per acre to actual settlers, the whole amount to be paid in road labor. A number of the earlier settlers who had already performed the requisite amount of road labor under the old law, but who had not made the required cash payment, now took certificates under the new law and again paid for their lots in road labor at 50 cents per acre.

The years immediately following the failure of Nourse & Eastman were hard years for the little settlement. No business was done at the mill and the greater part of the settlers left the town. Mr. Albion Whitney, foreman in the mill, removed to Minnesota, where, being unsuccessful in business, he removed to California, where he amassed great wealth in trade.

In 1857 Ephraim Osborn and Daniel Libby obtained possession of the mills and business at once revived. During the next four years there was a large immigration to the town and many lots were taken up. In that year Daniel Libby was appointed local agent for the town and he at once proceeded to lay out roads in different parts of the town for the convenience of the new settlers. Among those who came to the town in the years 1857—61 (which was a most important period in the history of the new settlement) and who remained to become prominent citizens of Limestone, adding much to its wealth and influence, were I. W. Kennerson, J. E. Spear, L. G. Morris, Josiah M. Noyes, Hosea Webster, Josiah Ward, R. B. Chase, Charles

Stetson, P. B. Sayward and James Edgecomb. Mark Trafton, who had previously married a daughter of Daniel Libby, came to the town in 1857 and bought a lot of land on the tract granted to the Mill Company, about a half mile from the mill on the road to the St. John River. Here Mr. Trafton made a fine farm, upon which he continued to reside until 1888. In connection with his farming operations, Mr. Trafton commenced trading in 1863, and in 1876 established a store at the mills, where he and his son, Charles W. Trafton, have continued to trade until recently, Mr. Trafton retired from the business and his son is now sole proprietor. In 1889 Mr. Trafton built a beautiful mansion on the high ground east of the mill and fitted it up with much taste and elegance, and with all the modern conveniences.

Messrs. Osborne & Libby continued to operate the mills until 1866, when they sold to Mr. Dennis Getchell. Mr. Getchell at once put in a large rotary and planer and made many other improvements. In 1877 the mills were destroyed by fire and about the same time Mr. Getchell died. His sons proceeded at once to rebuild the mills and have since continued the business under the firm name of Getchell Bros.

The history of Limestone during the war is much like that of many other of the new towns in Aroostook County which were at that time in the early stages of development. The breaking out of the war found the town with nearly every available lot taken, and small clearings were being made in all parts of the town. Many of the younger portion of the settlers, who had just commenced the work of clearing their new farms, went into the army and a large portion of them never returned to the town. Since the war the growth of the town has been gradual and no great number of settlers have come in at any one time. The soil proved to be as fertile as any in Aroostook and, being free from stone, was easy to clear and to bring under cultivation and there are now in this town some of the finest farms to be found anywhere in the county.

In 1876 a starch factory was built at the mills by the firm of Eustis & Aldrich of Boston, and Mr. Alfred Lovering of Colebrook, N. H. The establishment of this enterprise at once gave a great impetus to the business of the town and was of immense benefit to the farmers. They at once went to work to smooth up their fields and to fit them for the working of farm machinery and for the easy cultivation of the potato crop on a more extensive scale. The business also brought much ready money to the farmers of the town and thus enabled them to improve

their farms and build better buildings. Hardly a log house is now to be seen in the town and one is struck with the number of fine farm buildings, neatly finished and painted, to be found in all parts of the town. The mills and starch factory served as a nucleus around which has grown up a handsome little village which is destined to grow and become one of the handsomest country villages in Maine.

The starch factory is now owned by Mr. C. W. Trafton, who last year manufactured nearly 250 tons of starch. About 1885 Mr. Josiah M. Noyes bought the privilege where the second clapboard mill was built by Nourse & Eastman, about a mile up the stream from the village. Upon this site Mr. Noyes erected a large new mill which is a model of its kind.

The village of Limestone is beautifully situated in the valley of the stream, the land rising gradually upon either side and broadening out in every direction into large and well cultivated farms, with smooth and fertile fields. The houses in the village are neat and the grounds around them tidy and well kept, and the whole aspect of the place is one of thrift and enterprise. There is very little waste land in the town, and nearly every lot could be made into a good farm. There is still considerable vacant land in the town belonging to proprietors, though every State lot is taken up. It is safe to say that there is hardly a lot in the County fit for settlement now belonging to the State. This shows how much more quickly the resources of Aroostook might have been developed, and her forests converted into fertile farms had the State retained possession of all townships suitable for settlement, and lotted them out for the benefit of those who wished to make homes for themselves and families. Mr. Jerre Hacker of Fort Fairfield owns a large tract in the northern part of the town, which he is offering to settlers at a reasonable price. Other proprietors are also willing to sell good land upon fair terms.

The Plantation of Limestone was originally organized in 1848, but subsequently lost its organization and was reorganized in 1858. In the early days of the settlement of the town, schools were supported by private subscription, and after the organization in 1858, schools were established and supported by taxation. The town was incorporated in 1868 and at once adopted the town system of schools, which has been maintained ever since and has given general satisfaction. The schools of the town are now in good condition and are generally supplied with comfortable schoolhouses.

The population of Limestone in 1880 was 655 and its valuation \$76,583. In 1890 the valuation was \$149,938, and its population was 933. The rate of taxation is .916.

Limestone has a fertile soil, grand water power and favorable location, and we see no reason why the town has not a grand future before it when its resources shall be fully developed.

DYER BROOK

Though the development of Aroostook County has thus far been more rapid in the two tiers of townships lying next to the eastern border, yet there are in the western part of the county many fine agricultural towns with strong, fertile and productive soil and grand natural resources, only awaiting the opening of adequate means of transportation to develop into populous and prosperous communities. Of these western townships the plantation of Dyer Brook is naturally one of the best. This township was formerly known as No. 5, R. 4, and has Merrill Plantation on the north, Oakfield on the east, Island Falls on the south and Hersey on the west. The stage road from Houlton to Patten runs through the entire length of the township in a southerly and southwesterly direction near its eastern border. The surface of the town in this section is rolling and somewhat hilly, but not sufficiently broken to interfere with easy cultivation. In the western portion of the town are broad stretches of more level land still in its forest state and containing much fine farming land.

The first settlement was made upon the town about the year 1844, as nearly as we have been able to trace it. In that year Mr. Orrin Laughton came from Smyrna and took the lot near the northeast corner of the town, upon which Mr. J. E. Tarbell now lives. Mr. Laughton made a clearing upon the lot and built a log house. After living on it a number of years he sold to a Mr. McMonagal, who died a few years after purchasing it. Mr. Oliver Dow then took the place, but abandoned it after a few years and the lot reverted to the proprietors of the town. In 1857 Mr. J. E. Tarbell took the place and cleared up a large farm and built a handsome set of buildings.

Benjamin Gerry, the second settler upon the town, came



FARM BUILDINGS OF ERNEST LOANE, PRESQUE ISLE

from Smyrna soon after Laughton and took the lot in the extreme northeastern part of the town, adjoining Mr. Laughton's. Here Mr. Gerry cleared up a fine farm, upon which he still lives.

The next man who made a settlement on the township was Moses Leavitt, also from Smyrna, who settled in 1850 on the lot next west of Laughton's and bordering on the north line of the town. The "State road" runs on the north line of the town, dividing Dyer Brook from Merrill Plantation, and continuing west on the line between Hersey and Moro, intersects the stage road from Patten to Ashland, some two miles from the western line of Hersey. This road was cut through at the time that Mr. Leavitt settled upon his lot, but was not made passable for carriages until several years afterwards. It is now a good turnpike road and runs through a fine agricultural section for much of the way.

The road from the East branch through Dyer Brook to Island Falls, now a part of the stage route from Houlton to Patten, was opened in 1860, and in that year Mr. Jonathan Sleeper of Smyrna took the lot south of the Tarbell farm on the Island Falls road. Mr. Sleeper made a clearing on the lot, built a house and barn and after a few years moved to Sherman. Mr. John Heald then took the farm and extended the clearing. After living upon it a few years he sold to Mr. Seward Clough, who now lives upon the farm.

Mr. Asa R. Hall and Mr. John Gerrish came to Dyer Brook twelve years ago and bought in company a wild tract of 170 acres, to which they have since added 84 acres more. They commenced at once at once to clear up a farm and now have nearly one hundred acres of cleared land, divided into meadow, pasture and tillage. After passing the Hall and Gerrish farm we again descend to lower ground and after crossing a brook ascend to a handsome ridge of land, one of the finest in the town. On the west side of the road is the farm of Mr. Eben D. Townsend, who came from Limerick, York County, 29 years ago and bought this lot of Messrs Baldwin and Thompson of Bangor, who were at that time proprietors of the town. There was no clearing on the lot when Mr. Townsend came to it and after clearing eight acres and building a log house and log barn, he enlisted in the 7th Maine Regiment and went South to fight for his country and was wounded at Fort Steadman. At the close of the war he came back to the little farm in the woods and has since made a large and very handsome farm. The old

log buildings have given place to a good frame house and barn. Mr. Townsend is now unable to do much hard work and his son has the active management of the farm.

On the east side of the road, opposite Mr. Townsend, is the farm of Mr. W. G. Drew, a son of Samuel Drew, who was one of the early settlers of the town of Smyrna. Mr. Drew and Mr. S. C. Philpot formerly carried on the business of farming in company, but divided their land a number of years ago. Mr. Drew has a very fine farm, with about eighty acres of cleared land handsomely located. Mr. S. C. Philpot is located next south of Mr. Drew on the east side of the road. Mr. Philpot came from New Limerick twenty-seven years ago and took a lot on this beautiful hardwood ridge. He was a soldier in the 16th Maine Regiment.

Next south of Mr. Townsend on the west side of the road is the farm of Mr. James I. Meserve, who came from Limington to Aroostook County in 1839, and lived seven years with Mr. True Bradbury in New Limerick. He then returned to Limington and in 1862 came to Dyer Brook and bought this lot, upon which Mr. John Downs had made a clearing of a few acres and built a small house and log barn. He now has about 120 acres of good land, with fifty acres cleared and under good cultivation.

Mr. F. M. Stevens has a good farm on the east side of the road opposite Mr. Meserve's, and beyond him are the farms of O. A. Lougee, James Clark and Mr. A. Keith. Passing these farms the road runs through a very handsome tract of green wood, the tall trees growing close to the road on either side and making a very pleasant drive on a summer day. Near this south line of the town, a road turns to the east from the stage road, and crossing the east part of the town a short distance from the line between Dyer Brook and Island Falls, continues on through Oakfield to Linneus Corner. Turning into this road we first come to the farm of Wm. C. Alward. This lot was taken up in 1858 by Mr. Charles Moore, who enlisted in the 8th Maine Regiment and died in Andersonville Prison. Mr. Alward came from New Brunswick thirteen years ago and bought the farm. It is somewhat hilly and broken but the soil appears to be productive. Beyond Mr. Alward's we ride through a beautiful piece of forest for a mile and a quarter, when we come to the farm of Mr. J. W. Edwards on the shore of Pleasant Lake. Mr. Alfred Moore came from the town of Gouldsboro in 1859 and took up this lot and cleared about twenty-five acres before

the war. He then went into the 18th Maine Regiment and after the close of the war lived upon the farm a short time and then sold it to Mr. Albert Kelso. Mr. Edwards came from Searsport in 1879 and bought the place of Mr. Kelso. Mr. Edwards was a soldier in the 19th Maine Regiment. A short distance beyond Mr. Edwards's house the road again enters the beautiful greenwood, through which we ride for a mile and then emerge into the opening in which is the farm of Mr. Cornelius Lane. Mr. Lane came from Freeport in 1858 to find a home in Aroostook. He had in his mind the ideal of the location he wished to find and when shown this lot he desired to go no further. Although in the midst of a dense forest he saw what might be made of it and purchased it at once and went to work to make his home. He had cleared about twelve acres and built a small house, when his country's call sounded and he went to the war in the ranks of the 2d Maine Cavalry. He was not mustered out of the service until December, 1865, when he returned to his woodland home. He has now 175 acres of land with 65 acres cleared.

Beyond Mr. Lake's there is no opening in the forest until we reach the clearings at Oakfield. All the eastern part of Dyer Brook is still virtually an unbroken wilderness invaded only by the hardy lumberman, the adventurous hunter and periodically recurring incursions of the surveying party locating the still mythical Aroostook Railroad. It is a fine timber tract, but there is so much good land suitable for farms and were it the property of the State and opened for settlement on the same terms that other towns have been would soon be occupied by thrifty settlers.

The township was first organized as a plantation in 1863, but afterward lost its organization and was again organized on July 14, 1880, at which time there were 41 voters. It was incorporated as a town by act of the last Legislature, but has not yet held a meeting as provided by that act.

The war record of Dyer Brook is an exceptionally good one. At the breaking out of the war there were twenty-five men living in the plantation, seventeen of whom were subject to military duty. Every man of the seventeen went to the army and five of them never returned.

As an agricultural town, Dyer Brook will take high rank when an impulse is given to its development by the opening of the Bangor and Aroostook Railroad. The population in 1890 was 221 and the valuation \$35,582.

ISLAND FALLS

In the whole of Aroostook County there is no more picturesque town than Island Falls and none where the natural scenery is more beautiful. It is a sportsman's paradise and is becoming noted as a pleasant, healthy and beautiful summer resort. Its lakes, rivers and wooded hills add much to the attractiveness of the town, and nowhere is there a purer air or a more comfortable summer temperature than here.

The west branch of Mattawamkeag River enters the town near the northwest corner and, after flowing south for nearly two miles and being enlarged by the confluence of Fish Stream, sweeps madly through a rocky gorge and dashes over precipitous ledges, forming one of the finest falls in the country. Midway of the falls is a small island, its rocky sides rising abruptly from the water and dividing the swift current. This little wooded island in the midst of the falls gives the name to the town of Island Falls. After leaping the falls the river continues in a course a little south of east for nearly three miles, when it empties into Mattawamkeag Lake, a beautiful body of water which covers a large portion of the eastern part of the town.

Previous to 1842 no white man had pitched his habitation in this picturesque region. Indians from the Penobscot and Passamaquoddy tribes were accustomed to spend a part of the year hunting and fishing in this vicinity and had their camps near the falls. They even continued their visits for some years after the white man invaded the region and during the first years of the little settlement, while the hardy pioneer was felling the forest trees and clearing up fertile tracts of land near the banks of the dashing river the crack of the Indian's rifle woke the echoes in the surrounding forest, and the gentle dip of his paddle parted the waters of the river and lake as he glided along in his light birch canoe.

In 1842 Levi Sewall and Jesse Craig came from Farmington to search for a chance to make a home in the forests of Aroostook. Coming to Patten, they turned eastward through the town of Crystal and after traveling a few miles came to the end of the road. They then followed the streams down to the West Branch, in what is now the town of Island Falls. As soon as Mr. Sewall discovered the falls he at once saw that here was a valuable water power which might at some time be improved and utilized for manufacturing purposes. He therefore deter-

mined to look no farther, but to make this place his home. He at once went to work and felled five acres of trees near the falls and then returned to Farmington. The town was then the property of the State of Massachusetts and Mr. Sewall bought a tract one mile square, including the falls. In March, 1843, he returned to Aroostook with two two-horse teams and one single sleigh, bringing with him his family, which consisted of his wife and six children. Leaving his wife and the younger children at Mr. William Young's in Crystal, Mr. Sewall with his two sons, David and Samuel, came down the stream to the falls, cleared up the five-acre chopping, built a log house and on the first day of July, 1843, the family came to their new home. Mrs. Sewall was brought down Fish Stream and West Branch in a boat, and the girls walked in through the woods by a spotted line.

The family were now settled in the midst of a vast forest with no road on the west nearer than Crystal Mill and none on the east nearer than Smyrna Mills on the East Branch. Their first crop was necessarily put in somewhat late and though everything grew abundantly and promised a bountiful harvest, a heavy frost on the night of the last of August killed everything and nothing whatever was harvested from this first crop. The prospect looked dark, but the family had the courage needful for all successful pioneers. The forests abounded in game, and the river with fish, which ensured them against suffering from hunger and the boys worked at Patten and Crystal and earned bread enough to supply the family until another crop could be raised. The next year an additional clearing was made, a good crop was raised and after that there was no lack of bread.

Mr. Jesse Craig, who came with Mr. Sewall in 1842, took 160 acres of the mile square block taken by Mr. Sewall, and he also made a five acre chopping that year and returned to Farmington in the fall. In the spring of 1843 he went back and cleared up his five acres and felled five acres more, living with the Sewalls that summer and returning to Farmington in the fall. Mr. Craig did not bring his family to Island Falls until the winter of 1844, when they were brought in on a sled drawn by oxen. Mr. Craig cleared up a large farm on the north side of the West Branch and kept a hotel here for many years. He was for years the only justice of the peace in the town and was treasurer and clerk of the town for a long term. He also held the office of first selectman much of the time after the organization of the

township. He was well known as a man of the strictest honor and integrity and was much respected by all his fellow townsmen. Mr. Craig lived to see a flourishing village spring up around him and died at a good old age five years ago.

In 1843, David Lurvey came from Woodstock, Oxford County, and settled on a lot north of the West Branch and next below Mr. Craig's. He cleared some twenty acres of land, built a frame house and barn and then moved to Patten, and afterwards to the mouth of the Aroostook road, where he kept a hotel for a number of years and then returned to Oxford County, where he died a number of years ago.

Charles W. Harding came from Windham in the spring of 1844, and settled on the south side of the stream, opposite Mr. Sewall's. Here he cleared a farm and built a house and barn, and afterwards returned to Windham and died. Charles Hanson came with Harding and made a small clearing near his, but did not remain long.

The above named were all the settlers in the town in 1844 and of these only the Sewalls and Craigs remained permanently. No other settler came to join them for eight years. In the meantime Mr. Sewall and his sons continued to enlarge their clearing and were also engaged in lumbering in the winter season. Levi Sewall was for many years a prominent man in this section and died at his home in Island Falls, in 1866. His widow, three sons and one daughter still reside at the Falls.

The next settler who came to Island Falls was Mr. Isaac Robinson, who came from Oxford County, and after living for some time in Crystal, came to Island Falls in 1852 and settled on the ridge a mile east of Mr. Craig's. Here he cleared a farm upon which he lived until his death in 1858. His son, George F. Robinson, then took the farm. He afterwards went into the army and gained a national reputation by being instrumental in saving the life of Secretary Seward on that terrible night of April 14, 1865. He is now a paymaster in the United States Army. The Robinson farm is now owned by Mrs. Mary Dow.

In 1853 Mr. Stephen Thorn came from Freedom and settled on the lot next to Mr. Robinson's. He made a clearing and built a log house and barn and then moved to Crystal, where he died some twelve years ago. Mr. John B. Hathorn now owns this farm.

A number of settlers came about this time, very few of whom remained. Among those who stayed was Mr. Jacob Manuel, who settled in the north part of the town and made a farm,

upon which he lived until his death. About the same year (1853) Mr. Cyrus Barker and family came from Kennebec County. With him came his son, Addison Barker, and family. Mr. Cyrus Barker took four lots for himself and sons on one of the most beautiful ridges of land in Aroostook County. It is still known as Barker Ridge, though none of the family are now living on the tract. Mr. Barker made his first clearing near the homestead so long occupied by his son, Capt. Rodney C. Barker. He cleared up a large farm and was for many years a prominent man in the town. Cyrus Barker died in 1886. His son, Rodney C. Barker, then took the farm and made it one of the finest in the County. He was largely engaged in lumbering and trading and was a prominent business man. He also served in the Union Army and received a pension for injuries received in the service. He built the first steamboat on Mattawamkeag Lake in 1882 and commanded it until his death. The steamer was used for towing logs across the lake and also in the summer season for excursion parties. Capt. Barker had cottages and boats on Norway Island in Mattawamkeag Lake for the use of pleasure parties, and it is still a most beautiful summer resort. Capt. Barker was a man of much push and energy, had strong friends and strong enemies, as such men generally do, but we remember him as a genial, whole souled man, a kind husband and father and a good friend. He died at his home some five years ago and his widow did not long survive him. The Barker estate, one of the finest in Aroostook, is now owned by Geo. E. Cutler, Esq., of South Framingham, Mass. Mr. Addison Barker, who lived on the farm adjoining, was killed by a falling tree a year or two after coming to the town.

Up to the year 1854 Island Falls was the property of the State of Massachusetts. In that year it came into the ownership of the State of Maine and the same year was lotted by Mr. Daniel Cummings and opened by the State for settlement. Settlers now began to come in and take up lots, but the State afterwards most unwisely sold the town to proprietors, by which action its settlement has been very much retarded.

Capt. Daniel Randall, a man well known throughout Aroostook County and indeed throughout the State, came from Portland to Island Falls in 1859. He was a retired sea captain and was for some time city marshal of Portland. Capt. Randall bought a farm on Fish Stream, on the road from Island Falls to Patten, one mile from the Falls. Here he built up a large farm and built a handsome two-story house and good barn. He

at once took an active part in the business and also in the politics of the county. He engaged in lumbering quite extensively and also paid good attention to his farm, which he made productive and profitable. He served two terms as a member of the State Legislature and also served as sheriff of Aroostook County. He afterward returned to Portland, where he died some years ago. He was a man of massive build, weighing 325 pounds, but active and full of energy. He was a genial, good natured man and had many friends.

Dr. Isaac Donham came from Readfield to Patten in 1858, and in 1860 moved to Island Falls and took the lot next to Capt. Randall's. He was a druggist and physician in Readfield and also practiced medicine in Patten and Island Falls. In 1862 he entered the service in the 1st Me. Heavy Artillery, and afterwards re-enlisted in the 31st Inf. and died in the hospital at City Point, Va., in 1864. His son, Mr. George H. Donham, now owns the farm, which consists of 160 acres of land, with fifty acres cleared and a good set of buildings. Mr. Donham was formerly engaged in trade at Island Falls, but three years ago sold his business to Eemrson Bros. and went into the printing business. He has two presses and does all kinds of job printing. He is also chairman of the board of selectmen, town clerk, supervisor of schools and trial justice, and may be called a fairly busy man.

In 1861, Mr. Levi H. May moved from Lowell, Mass., and took a wild lot in the north part of the town, where he made a good farm, upon which he lived until his death six years ago. His son, Levi H. May, now lives on the farm.

Mr. David A. Sewall, the eldest son of Levi Sewall, has long been a prominent man at Island Falls and is well known throughout the county. He was largely engaged in lumbering for many years. He has been for years an officer of the town and was a member of the board of county commissioners for eight years. He has a fine residence on the south side of the stream and is now living quietly and happily, farming some in the summer and sometimes scaling in the woods winters, just to keep his hand in. Mr. Samuel Sewall, the second son, has a very handsome set of buildings on the north side of the river. In company with his brothers he attends to the business of the farm, for Levi Sewall's land has not been divided, but his sons carry on the farms together and seem to own all things in common. The large homestead built by Levi Sewall in 1861 is occupied by the youngest son, Mr. Wm. W. Sewall, and with him

live his aged mother and only sister, Miss Sarah E. Sewall, who holds the commission of postmaster of Island Falls. Mr. Wm. W. Sewall was the first white child born at Island Falls, and he is a white man in every respect. He has for years been a friend and companion of Theodore Roosevelt of New York, who formerly came to Island Falls every summer for a few weeks' outing. A few years ago Mr. Sewall went with Mr. Roosevelt to Dakota and for two years took charge of a large cattle ranch for that gentleman. Mr. Sewall also having an interest in the business.

The township was organized as a plantation Sept. 6, 1858. At the first meeting Levi Sewall was chosen moderator, Jesse Craig, clerk, D. A. Sewall, Cyrus Barker and Nathan Thorn, assessors. The town was incorporated in February, 1872.

We have visited few towns where there is so general a community of feeling and such a genuine each-help-the-other spirit as in this town of Island Falls. Every man says his neighbor is the best fellow in the world, and I think they all tell the truth.

MOLUNKUS AND BENEDICTA

Two miles west of the village of Macwahoc the Military road enters the township of Molunkus, now an unorganized plantation with the exception of the little hamlet at the mouth of the Aroostook road. This township is in the extreme southwest corner of Aroostook County and is bounded on the north by the unsettled township No. 1, Range Five, on the east by Macwahoc, on the south by Mattawamkeag in Penobscot County, and on the west by Medway in the same county. The entire township, with the exception of a comparatively small tract near the mouth of the Aroostook road and a few clearings farther north upon that road, is still covered with forest growth and is owned by non-resident proprietors.

The old Aroostook road starts from Molunkus and continues northward through No. One, Benedicta and Sherman to Patten, and thence on to Fort Kent, at the mouth of Fish River. The intersection of this road with the Military road at this point made Molunkus an important business center for lumbering operations and for the moving of supplies to the country away to the north.

Soon after the opening of the Aroostook road, a hotel was built at Molunkus, the first house of entertainment as near as we can determine, having been erected by Mr. Richard Libby, who had previously kept the hotel for a number of years at Macwahoc. After remaining some years at Molunkus, Mr. Libby removed to Mattawamkeag. The hotel was afterwards kept for some time by Mr. Samuel Crocker, who was succeeded by the Burnham Brothers of Lincoln, who remained some five years. Messrs. George and Joseph Libby then had the house for one year and were succeeded by Mr. E. H. Davis, who kept it two years. In 1865, Mr. B. F. Coburn came from Lincoln and bought the hotel of Mr. Davis and continued in the house until last spring, when he leased it to Mr. F. A. Wing of Mattawamkeag.

In the southwest portion of the township is Mattawamkeag Lake, a fine body of water some two miles long and half a mile wide. Two streams flow southward and empty into this lake, the West Mattesunk being near the west line of the township and the East Mattesunk flowing in the more central portion. A portion of Molunkus Lake is in the northeastern part of the township, the northern portion of the lake being in Number One and the southern portion in Macwahoc. The Penobscot River skirts the southwestern corner of Molunkus and the Mattesunk Lake discharges its waters into that river.

The Molunkus Exchange is seven miles distant from the railroad station at Mattawamkeag and daily stages run from Mattawamkeag to Patten, stopping at this hotel for dinner.

Molunkus has now no plantation organization and has but a small resident population for a point of so much business importance. The population of Molunkus in 1890 was 77.

Leaving the Molunkus Exchange and journeying northward on the Aroostook road, after passing a number of primitive habitations erected by new settlers, we enter the forest, through which we ride for nearly ten miles with only an occasional opening in the wilderness. A ride of a little more than four miles from Molunkus brings us to the north line of the township and here we enter Number One, Range Five, a timber township lying along the border of Penobscot County. Five miles from Molunkus we come to the farm owned by Mr. Melville Johnson of Macwahoc. Two miles farther on, or seven miles from Molunkus, is the farm and hotel of Mr. Peter Millmore. Mr. Stephen Cobb made a clearing and built a house here more than

fifty years ago and, after keeping public house for a number of years, moved to Michigan.

X The town of Benedicta comprises the western half of township No. 2, Range 5.

Nearly sixty years ago Rt. Rev. Benedict Fenwick, Catholic Bishop of Boston, conceived the idea of settling a Catholic colony upon the cheap lands of northern Maine and also of erecting and maintaining a Catholic college in connection with the colony. The project of establishing the colony was carried out, but the idea of the college in northern Maine was afterwards abandoned and the proposed institution was located at Worcester, Mass. The half township selected was then the property of the State of Massachusetts, and on the 7th day of July, 1834, Bishop Fenwick made his contract for the land. The township had been surveyed by Joseph C. Morris and Andrew McMillan in 1825. Though Bishop Fenwick purchased the tract he did not receive his title to it until March 31, 1846, on which date it was deeded to him by George W. Coffin, agent of the General Court of Massachusetts. Soon after purchasing the half township in 1834, Bishop Fenwick commenced to take measures to carry out his project of establishing a colony upon it. The township was in the midst of an almost trackless wilderness, but it consisted of good land, and large lumber operations were being carried on in its vicinity. Midway of the town from north to south, village lots were laid out, and in course of a short time a church was built, also a parsonage and nearby a tract of land was set apart for a college farm. The erection of buildings for the proposed college was commenced, and one large college building was nearly completed, when this part of the project was abandoned. This building remained unoccupied for a number of years, and was finally taken down. The Bishop also built a mill on the Molunkus Stream, near the east line of the town. This mill contained an up and down saw and shingle machine, but was afterwards abandoned and allowed to decay.

The first settlers came to the town in 1834. The Bishop charged the settlers \$2 per acre for land upon the line of the main road and \$1.50 per acre for land farther back, giving them all necessary time to make payment for their farms.

The first settlers upon the town are said to have been David and Joseph Leavitt, but whether these men were a part of the Bishop's colony or squatters who had come previous to his purchase, we have not yet been able to determine. Among the first of the Catholic colony to settle upon the town were Nich-

olas Broderick, Timothy Dorsey, Martin Qualey, Philip Finnegan and John Millmore, who came in 1834. Patrick Brade, Chris. Keegan, John Byrne, Francis Smith and John Perry were early settlers, as also were Henry Rivers and Martin Lawlor. These settlers were all Irish emigrants who had worked for some time in the cities of Massachusetts. Nicholas Broderick, one of the earliest settlers, settled in the south part of the town on the lot where Fenton McAvoy now lives, and died there some fifteen years ago. Timothy Dorsey settled a mile and a half north of the church and cleared the farm on which Daniel McDonald

In 1838 and 1840 quite a number of settlers came in. John D. Rush came in 1838 and settled opposite where the church now stands, that edifice not having been erected until 1843. now lives.

The Catholic Cemetery is neatly enclosed and carefully kept and nearby is the Catholic Church, a comfortable and comfortable distance from the church is the parsonage, a neat, two-modious edifice of sufficient size for the needs of the parish. A story residence now occupied by Father Kearney, who has recently taken charge of the parish. The college farm, so called, is not now cultivated, but is devoted to pasturing and is a part of the church property.

Benedicta may not perhaps be classed among the best half townships in Aroostook County for agricultural purposes, but it has a good soil, the land lying in a succession of easy swells and not very stony.* The many good farms and neat and comfortable homes in the town give ample evidence of what a colony of thrifty and industrious Irish emigrants can accomplish under even quite unfavorable circumstances at the beginning of their settlement, and the improvement here made bears witness to the wisdom and philanthropy of the good Bishop in planting this colony here in the wilderness.

The town was incorporated in 1872 and was named Benedicta, in honor of its founder, Bishop Benedict Fenwick. It is bounded on the north by the town of Sherman, on the east by Silver Ridge, on the south by No. 1, Range 5, and on the west by Penobscot County. Its citizens are nearly all Catholics of Irish descent and are a thrifty, industrious and prosperous community. In 1890 the town had a population of 317 and a valuation of \$57,849.

SILVER RIDGE

The half township now known as the Plantation of Silver Ridge was originally the east half of Township No. 3, Range 5, the west half of the same township being now the town of Benedicta.

In 1857 the county commissioners of Aroostook County were petitioned to locate a road from Benedicta through Silver Ridge to Haynesville. At that time the half township was entirely covered with forest in which no clearing had yet been made for settling purposes. The commissioners viewed the route and decided not to locate the road as asked for, but the partial survey called attention to the excellent land owned by the State and lying unimproved. During that year (1857) a number of settlers came in and made clearings on the half township, although it had not yet been lotted and of course these settlers were merely squatters upon the land. Francis Smith, Thomas Millmore, Thomas McAvoy and Fenton Seals all from the adjoining town of Benedicta, made clearings that year.

Silver Ridge lies immediately south of Sherman and the mail route from Island Falls to Kingman runs through that plantation. Nearly every lot on the road through Silver Ridge is settled and there some very fine farms and handsome residences, which would seem to show that the people are prosperous, have comfortable and convenient homes and are making a good living.

The settled portion of the town is confined to the two ranges of lots bordering on the main road. The remainder of the town is now owned by non-resident proprietors and is not generally good land for settling purposes. The plantation of Silver Ridge was organized in 1863 and since that time it has made a marked increase in the appearance and value of its farms and residences, although it has decreased somewhat in population during the last decade.

HERSEY

The town of Hersey lies along the border of Penobscot County and, though yet but partially settled, is naturally one of the best townships in western Aroostook for agricultural pur-

poses. The town is bounded on the north by Moro, on the east by Dyer Brook, south by Crystal and west by Mt. Chase in Penobscot County. The old Aroostook road, now the mail route from Patten to Ashland, runs diagonally across the northwest corner of the town and the State road from Smyrna Mills runs on the line between Hersey and Moro and intersects the Aroostook road some two miles from the northwest corner of Hersey.

The first settlers upon the town of Hersey, then called Number Five, Range Five, were Samuel Huston, Timothy Hale, Nicholas Cooper and Daniel Cooper.

Samuel Huston came from Plymouth in Penobscot County, in 1839 and settled on a lot on the Aroostook road six miles from Patten. Here he cleared up a large farm and was for many years one of the leading men of the town and his descendants are among the prominent citizens. Mr. Huston lived upon this farm until a year ago, when he moved to Patten, but still retains possession of the farm.

Mr. Timothy Hale came from Plymouth in 1839 and settled on the north half of the lot on which Mr. Seth Allen now lives, near the Penobscot County line. Mr. Hale felled fifteen acres on this lot, but did not clear the land and after living in the town a year or two removed to the West. Mr. Harvey Houghton then took the lot and made a small clearing and after remaining a year moved to Oxford County.

Nicholas and Daniel Cooper came from Plymouth in 1839 and settled on part of the Seth Allen lot and also had a lot in the adjoining town of Mount Chase in Penobscot County. Mr. Nicholas Cooper built the buildings next north of Seth Allen's, where he lived for some twenty years, then moved to Ashland and afterward to Moro, where he died. Daniel Cooper did not remain in the town.

James Brown came from the town of Wilton, in Franklin County, in 1840, and settled on the lot next north of Nicholas Cooper. He cleared a large farm and lived upon it until 1868, when he moved to Patten and died. Mr. Brown was a prominent citizen and was well known throughout this section.

Nathan Fish came from Jefferson, Lincoln County, in 1840 and settled near the Mt. Chase line, a short distance from the Aroostook road. Here he made a farm upon which he lived until about 1859, when he returned to Jefferson and died soon afterwards. He was unmarried, and the farm is now unoccupied.

Daniel Darling came from Hartland, in Somerset County, in 1840 and settled north of Samuel Huston's on the farm now

occupied by William Monteith. Mr. Darling cleared some twenty acres on this lot, and after living on it four years, moved to the adjoining town of Moro.

Seth Allen came from the town of Sumner, in Oxford County, in 1842 and two years later bought the lot on which he now lives, on the Aroostook road five and one-half miles from Patten. Mr. Allen cleared this farm and has lived upon it ever since, and is now the oldest settler living in the town. Mr. Allen is a veteran of the Civil War, and has always taken an active and prominent part in the affairs of his town. Though now advanced in years, he is still a hale and hearty man, and has not yet given up active work upon the farm.

Lewis Sargent came to Hersey in 1843 and settled upon part of the lot now owned by Seth Allen. He made a clearing and lived upon the lot until 1858, when he moved to Mount Chase, where he died.

Columbus Bragg came from Plymouth in 1844 and settled on a lot a mile and a half north of Seth Allen's. He cleared a portion of the lot and lived on it a few years and moved to Stacyville, where he died ten years ago. Josiah Bates came from Palmyra in 1845 and settled on the Aroostook road a mile south of the mouth of the State road. He made a large clearing and lived here two years and moved to Moro. This farm has been unoccupied and has grown up to forest again.

Hon. Wm. W. Thomas of Portland owned the township when the settlers first came to it. He afterwards sold it to Messrs. Hall and Lewis of Cherryfield, but obtained possession of it again soon after and subsequently sold it to Gen. Samuel Hersey and Mr. George Stetson of Bangor.

In the north part of the town, along the State road, a settlement was made later and on this road are now some of the best farms in the town. The earliest settler in this portion of the town was Mr. John R. Blynn, who came from Garland, in Penobscot County, in 1852, and settled on the lot where William H. Bates now lives. Mr. Blinn cleared something over twenty acres on this lot and lived on it some four years, then moved to Bangor and afterwards engaged in peddling. He sold the farm to Mr. Stephen P. Bates, who enlarged and improved it. Mr. Bates went into the army and was killed near Spottsylvania. Mr. George L. Bates moved to Hersey from Moro in 1854 and took the lot where Solomon Bates now lives. In 1861 he joined the 8th Maine Regiment and after two years service was discharged and returned to Hersey and died.

Mr. Joel P. Jameson came from Lee in Penobscot County in 1860 and bought the west half of the lot east of Solomon Bates. Mr. Jameson cleared some thirty acres on the lot and lived on it eight years. He then sold to Mr. Solomon Bates and moved to Lincoln. Mr. David L. Lowell came from Lee in 1860 and settled on the east half of the Jameson lot. He cleared some ten acres and then went into the army, where he lost an arm, was discharged from the service and died soon after returning home. The farm passed through a number of hands and is now owned by E. E. Kennedy.

Mr. William Campbell came from New Brunswick in 1860 and settled on the lot next east of Mr. Lowell. He felled some ten acres and then went into the 8th Maine Regiment and served through the war. He was promoted to a lieutenancy and did not return to Hersey. Mr. James Palmer now has this lot.

Mr. James Hall came from Garland in 1861 and settled on the lot next but one west of Wm. Bates. Mr. Hall cleared fifteen acres on this lot, lived on it some three years, then sold to Mr. John Doe and moved to Moro. John McGibney now lives on this farm.

The township was originally organized as Dayton plantation and was incorporated as a town January 25, 1873, and named for General Samuel F. Hersey of Bangor, the principal owner of the township. The land throughout the town is comparatively level, having no abrupt elevations, but containing a number of swells of very fine land.

The West Branch of the Mattawamkeag runs for something over three miles across the northeast corner of the town and Alder Brook, a tributary of the West Branch, runs diagonally in a southeast course across the entire township. In the southwest portion of the town is Crystal Lake, a pretty little sheet of water, from which Crystal Stream flows southward and empties into Fish Stream in the town of Crystal. Huston Brook also runs across the southwest quarter of the town and empties into Crystal Stream a short distance below the lake.

The land in this town can be purchased of the proprietors at a very reasonable rate and its excellent quality offers exceptional inducements for settlers desiring cheap and fertile lands in a good town. The population of Hersey in 1890 was 151, and its valuation \$63,783.

BLAINE

Not every agricultural section will bear as close inspection as will the fertile County of Aroostook. As one rides along the main highway from Houlton northward, he is surprised and delighted with the number of fine farms and handsome farm buildings along this road in the several towns through which the road passes, while the view on either hand is most beautiful.

Some twenty-five miles north of Houlton on the road to Presque Isle, and at the point of intersection with the road through Mars Hill and Easton to Fort Fairfield, is situated the thriving little village of Blaine. It is a busy little inland village with neat and handsome residences, and with a beautiful outlying farming district on every hand.

The town of Blaine includes but a half township and extends but three miles north and south and six miles east from the boundary line. The first clearing was made upon the town nearly fifty years ago, just after the conclusion of that bloodless struggle which has passed into history as the famed Aroostook War.

In 1842, the year in which the Ashburton Treaty was concluded, Mr. B. W. Chandler came from the town of Winslow and cut the first tree upon the town for farming purposes. The spot chosen by Mr. Chandler for his new home was the beautiful ridge of land just north of the present village and upon the farm now occupied by Mr. R. W. Lowell. With the exception of the winter lumber roads, there was then no road in all this section and the home of this hardy pioneer was miles from any neighbor, and in the midst of an almost boundless wilderness. Some six miles further north could be seen the smoke from the log cabin of James Thorncraft, built the year previous on what is now the Trueworthy farm in Westfield, but the entire township of Mars Hill, and indeed the township of Easton, next beyond on the north, was at that time covered with its original forest growth as yet unbroken by any clearing.

During the few years following a number of other settlers came upon the town and when Mr. Joel Valley came in 1847 and commenced a clearing upon the spot where the village is now located there were about ten settlers upon the town. To one who looks about this busy little village, with its business industries and its many indications of lively enterprise, it seems hardly possible that the man who cut the first tree upon the village site is still one of its active business men and that all

this development has been the work of about forty years.

In the fall of 1847 Mr. Valley came from New Brunswick and took a lot which included all the land contained in the present village on the east side of the road and extending back to the Mars Hill line. He commenced his clearing and built his log house nearly upon the spot where the present hotel is located.

Mr. B. W. Chandler was then living on what is now the Lowell farm and Benjamin Bubar had a small clearing on the west side of the road a short distance below. William Freeman and Sherman Tapley then lived in a double log house which stood on the line between what are now the farms of Mr. Tapley and Deacon Noble. Freeman had a small clearing on the east side of the road on the present Noble farm, and Tapley had a clearing on the farm where he now lives. Half a mile below Tapley's one Rideout had a clearing on the west side of the Houlton road, with a log house on the opposite side.

A short distance below where the road crosses Three Brooks, James Clark had a log house and small clearing on the west side of the road and William Rideout had commenced an opening and built a cabin on the east side opposite Clark's. James Gilman lived on the east side of the road in the extreme south part of the town next to the Bridgewater line, most of his clearing being in that town.

About a half mile west from where Blaine Corner now is, William Roake and Charles DeMerchant had small clearings. These settlers were all who were upon the town in 1847 and the clearings were then very small and very little improvement had been made in the new settlement.

With Mr. Valley came Joseph Bubar, who settled on the west side of the road about three-fourths of a mile south of Blaine Corner.

In the spring of 1848, John Bell came from New Brunswick and settled on the west side of the road near the Corner and during the same year George Monroe and George Hotham settled on opposite sides of the road, south of Sherman Tapley's, and in the fall Thomas Bell came and bought half of John Bell's lot. In 1850 Samuel Brown took a lot about half a mile southwest from Blaine Corner. Nearly all the settlers named above came from New Brunswick, but later families from different parts of the State of Maine began to come in and settle upon the town. Levi F. Preble came from Chesterville in 1859 with other settlers who made their homes in Mars Hill. Mr.

Preble with his family settled in Blaine, where he lived many years.

Blaine, then known as Letter B, Range One, was a half township belonging to the State of Massachusetts and the land was sold to settlers for \$1.20 per acre, payable mostly in road labor. A few of the early settlers received deeds from the State of Massachusetts, but the greater part of them did not complete the payment for their lands until after the town had passed into the possession of the State of Maine. Samuel Cook, Esq., or Judge Cook, as the settlers called him, one of the pioneer settlers of Houlton, was agent for Massachusetts and attended to the sale of the lands and the location of the newcomers. When the State of Maine came into possession of the town the price of the land was reduced to fifty cents per acre in road labor and the settlers were credited with the work already done under the Massachusetts agent.

Mr. Joel Valley cleared up the land on the east side of the road in the present village and in 1856 built a frame house on the spot where the hotel now stands. There he at once commenced keeping public house, as there was at that time much teaming upon the road, and his house was a convenient stopping place for teamsters and other travelers going to Presque Isle and the country above. He continued in the business until 1864, when a disastrous fire occurred which swept away every building at that time standing at Blaine Corner. In 1866 Mr. Valley built the present hotel and the next year sold it, together with the farm, to Mr. Joseph Joy. Mr. Joy afterwards sold to Stephen Lake, he to Daniel W. Orcutt and he to Jonathan Hersom, the present proprietor. Mr. Valley was the first trader in the town, though in the early years he had no store but kept goods for sale in his house, and when he built his frame house he used the old log house for a store.

The first store at the corner was built by Messrs. Sherman and Perkins of Augusta on the site of the present Jones store. Perkins soon after sold out to his partner, Lewis Sherman, who continued to trade in the store until it was burned in 1864. After the fire Mr. Sherman sold out to Bedford Hume, who built the store now standing and continued in business for about a year, when he sold to Charles F. Collins, a son of Hon. Geo. W. Collins, of Bridgewater. Mr. Collins traded in the store some two years and then sold to Stephen Lake, who in 1868 sold to Benj. F. Jones. Mr. Jones continued in trade and at the same time carried on a large lumber business until three years ago,

when he sold the store and stock to Mr. John Bubar, the present occupant. Mr. Jones still continues to reside in Blaine, though a large part of his business is at his mill in Mars Hill, only about a mile distant.

In 1866, Messrs. Jackson and Oakes built the store in which R. E. McFarland now trades. After trading a year they were succeeded by Henry O. Perry, Esq., who shortly after removed to Fort Fairfield and Orlando Robinson occupied the store for about two years, when he closed his business and for some years the store was vacant. In 1884 Mr. A. O. Nutter, formerly of St. Albans, commenced business in this store, where he continued until 1889, when he moved into the store where he is now located, and his place was taken by R. E. McFarland of Cambridgeport, Mass.

In 1873 Stephen Lake built the building in which Mr. S. H. Hussey now trades. Mr. Lake continued in trade a few years, when he sold the building to Mr. Frank Levine, who resided in it but did not trade in the store.

In 1874 Mr. Joseph Chandler built a mill on the Presque Isle of the St. John about half a mile from the village. He still owns the mill, though it is not at present in operation.

In 1859 Mr. Wm. Robinson came to Blaine and purchased 260 acres of land in the south part of the town a short distance above the junction of Three Brooks with the Presque Isle Stream. Upon this land was a fine mill privilege, and in 1864 Mr. Robinson built a mill which contained one shingle machine. Mr. Robinson died in 1873 and the business was continued by his sons, H. O. and F. C. After a short time Harrison O. Robinson sold out to his brother and removed to Presque Isle, where he is now engaged in trade. The business has since been conducted by Mr. Fred C. Robinson and has been much enlarged and extended.

For some years after the first settlers came upon the town the road from Houlton to Presque Isle was the only road in the town and it was a long time before this was in a passable condition for travel. It was then so badly cut up by the heavy teaming in spring and fall as to render it a most uncomfortable highway and it was not until after the extension of the New Brunswick Railway to the towns in the Aroostook Valley that it became a smooth and easy road for travel. As the heavy teaming is now in a great measure discontinued the road is kept in fine condition through the town. In 1858 the East road was opened, connecting with the East Ridge road in Mars Hill

and running in a southerly direction across the town and continuing on to Baird's Mills on the boundary line.

The next road opened was the new County road, which starts from Blaine Corner and runs directly south across the town on the lot lines connecting with the Houlton road about a half mile south of the line between Blaine and Bridgewater. This road was laid out in 1858 for about half the distance across the town, and some ten years later was laid out for its entire distance by the County Commissioners and was built by the town.

The half township was formerly included in a plantation organization with Bridgewater which joins it on the south, but when Bridgewater was incorporated as a town in 1858, it was organized as a plantation and known as Letter B, Range One.

In 1860, when a postoffice was established, the name was changed to Alva, which name it retained until 1874, when it was incorporated as a town and named in honor of Hon. James G. Blaine. Mr. Dennis Getchell was the first postmaster, but he soon resigned his commission and was succeeded by Mr. Joel Valley, who held the office until 1872, when he resigned and H. O. Perry was appointed. When Mr. Perry removed to Fort Fairfield, Mr. Valley was reappointed and held the office until 1885, when Mr. F. E. Brown was appointed and was soon after succeeded by Mr. A. O. Nutter.

Upon a pleasant eminence a short distance west of the Corner is the village schoolhouse, a handsome two-story building surmounted by a bell tower. The schools in this building are graded and there is also one term of free high school each year. The schools are under the supervision of Mrs. Sophia M. Tapley, a lady of much ability and herself a practical school teacher.

On the Houlton road there are fine farms with good substantial buildings throughout its whole length through the town. Here are seen large, smooth fields, clear of stumps and stones and in fine cultivation. In every portion of the town we find good farms, though of course in the newer sections the stumps are not yet all out. The soil, however, is of the very best and in a very few years these newer farms will show broad, smooth meadows and the scythe and cradle will give place to the mowing machine and reaper. Blaine will class with the best of the farming towns in Northern Aroostook and is one of which the illustrious statesman for whom it is named has no reason to be ashamed.

NEW SWEDEN

The question of making some attempt to attract Scandinavian immigration to the State of Maine was discussed in this State as early as 1861, and in that year His Excellency, Gov. Israel Washburn, Jr., at the suggestion of Hon. Geo. F. Talbot, called attention to the matter in his inaugural address and recommended that some steps be taken by the Legislature to locate Swedish colonists upon the unsettled lands of Aroostook County. The work of raising, equipping and forwarding soldiers to the Union Army occupied the attention of the State for the three or four years following to the exclusion of almost everything else, and no measures were formulated to bring about the result contemplated in Gov. Washburn's message. In 1869, the Legislature resumed the consideration of the subject and more definite action was taken. As a result of this action, Hon. W. W. Thomas, Jr., was appointed a commissioner of immigration, with instructions to proceed to Sweden, collect a colony, accompany the colonists to Maine and settle them upon a township in Aroostook County set apart for that purpose. Mr. Thomas was the one man in the State of Maine peculiarly fitted for this work, he having served as United States Consul at Gothenburg, and during his residence in Sweden having acquired the language and made himself intimately acquainted with the manners and customs of the people.

The details of the enterprise were largely left to the discretion of the commissioner, and the faithful and successful manner in which he executed the work proves the appointment to have been a most wise and fortunate one both for the colonists and for the State.

The tract set apart for the settlement of the Swedish immigrants was Township 15, Range 3, and the State engaged to give to each head of a family a lot of one hundred acres, to fell five acres of trees and build a comfortable log house upon each lot.

Mr. Thomas sailed for Sweden in the spring of 1870 and upon his arrival proceeded at once to recruit his colony. He exercised great care in the selection of emigrants, accepting only such as he was satisfied were honest, industrious men, and of this class only those who were possessed of sufficient means to pay the expense of passage for themselves and families. No contract or written agreement of any kind was made with the colonists, all they had to depend on being the simple

word of the commissioner, supported by the authority he had received from the Legislature of his State. As Mr. Thomas has himself expressed it, they left their homes "without the scratch of a pen by way of contract or obligation, but with simple faith in the honor and hospitality of the State of Maine."

All arrangements having been completed, the little colony, accompanied by Commissioner Thomas, sailed from Sweden on the 25th of June, 1870. The company consisted of fifty-one men, women and children who thus consented to leave their native land and journey across the ocean to find new homes in what was to them the unknown wilderness of Northern Maine. Their faith and trust in Mr. Thomas was complete and the faithful manner in which he redeemed every promise made to them is shown by the respect and affectionate regard expressed toward him by every citizen of New Sweden today.

On the 23rd of July, 1870, the colony arrived at their new selves to their new and strange surroundings. Strangers in a strange land, wholly unacquainted with the manners and customs of our people and nearly all of them unable to speak or understand a word of the language, unaccustomed to the work of clearing up the forest and contending with the hardships of pioneer life, it may be surmised that the first settlement of these "children in the woods" was attended with many misgivings and frequent heart yearnings for the old home over the sea. With cheerful courage and a determination to overcome every obstacle they went manfully to work and in every direction the the forest resounded with their sturdy blows.

Mr. Thomas remained with them and not only superintended the work of this first summer, but pulled off his coat and worked with them, encouraging them by word and example to clear up their lots and prepare the land for a crop. His task was a hard one from the first, and there were not lacking busybodies in our own State who by their continual interference and captious criticisms rendered his position still more uncomfortable. The many incidents of this first summer, some of them amusing and some otherwise, including a hurried trip which the Commissioner was obliged to make to Augusta to quiet apprehensions raised in that quarter by foolish meddlers, are among the events of the unwritten history of the colony.

Having planted the colony in the wilderness it was necessary that they should be supplied with provisions and with implements until a crop could be harvested, and Mr. Thomas

adopted the plan of selling them the required supplies to be paid for in work upon the roads. The amount of State aid thus furnished was about \$25,000, nearly all of which was paid for within three years from the time of the arrival of the colony.

Upon an eminence in the southern part of the town a large and substantial two-story building was erected by the State, the upper story to be used as a place for religious meetings and public gatherings of the colonists, and the lower story serving as a store, where all needed supplies were kept for sale. This building was called the Capitol, and has played quite an important part in the history of the colony.

During the next year and the years immediately following, large accessions were made to the colony, and every available lot in New Sweden being taken, lots were surveyed in the northern portions of the adjoining towns of Woodland and Perham and upon these many Swedish settlers were located. It soon became apparent that these colonists were an honest, industrious people, and their steady application and frugal economy gave promise of assured success. The visitor to New Sweden fifteen years ago saw much to remind him that he was in the midst of a people whose language, manners and customs were those of a foreign land. The arrangement of their houses and their mode of living, their manner of doing farm work, more especially of harvesting their grain; the single ox harnessed to the rude cart, the big, wooden shoes in common use; these and many other things betokened that the newcomers had not yet "caught on" to the ways and methods of the people among whom they had made their homes. All this, however, has now almost entirely passed away and anyone riding through New Sweden today would hardly know but that the dwellers upon these beautiful farms, and in these neat and comfortable residences were "to the manner born," so completely have they adopted the ways and appliances of their Yankee neighbors. Occasionally, even now, may be seen a pair of oxen with the light Swedish yoke and harness, attached to a cart, or even at times to a mowing machine, but for the most part these farmers have good horses and are well supplied with all the various kinds of farm machinery in use among their neighbors upon the older settled towns.

New Sweden is bounded on the east by Connor Plantation and also partly by Caribou, on the south by Woodland, and on the north and west by the wilderness townships of 16 R. 3, and 15 R. 4, respectively. These latter townships are owned by pro-

prietors, but a number of Swedish settlers are already located upon those portions of each of them adjoining New Sweden.

A short distance from the Capitol in New Sweden is the Lutheran Church. Farther to the west is the church building of the Baptist Society, while on the higher ground east of the Capitol is the Advent meeting house. In the rear of the Capitol is the little cemetery where lie the remains of those of the colony who have passed to their final rest. Directly opposite the Capitol and fronting on the Caribou road, is the handsome residence of Mr. F. O. Landgrane, who came to New Sweden three years ago and bought the farm, upon which there was then very little improvement. Though much interested in his farming speculations, Mr. Landgrane is a skilled mechanic, having been for a number of years master mechanic of the city railroads of San Francisco. He is also the inventor of several street car appliances, including a fare box, change gate, bell, safety brake, etc., which are in use in many of the cities of the United States, and from the manufacture and sale of which he derives a comfortable income. He has a partner, and their manufactory is located at 1804 Mission Street, San Francisco. Mr. Landgrane intends to make his home in New Sweden, but makes periodical trips to San Francisco.

Directly east of the Capitol is the farm of Mr. John G. Uppling, who was a man of means in the old country and came to New Sweden in 1871 and bought the lot next the Capitol of its original proprietor. Capt. N. P. Clase, one of the original colonists, was of much assistance in the early days of the settlement, as he was the only member of the colony who could speak English, and upon him Mr. Thomas relied very much during these first years. We remember attending a banquet at his house years ago upon the occasion of the visit of Gov. Perham and his Council to New Sweden. The place has changed wonderfully since then and the Captain begins to show the marks of advancing years.

There are six good schools in the town, three of which were taught during the present summer by young ladies born in the town and graduates of the Caribou High School. Each school is doing good work under the supervision of Mr. A. F. Ulrich.

New Sweden may be ranked as one of the prosperous towns of Northern Aroostook. Its citizens are industrious and frugal and have the faculty of saving and adding a little to their possessions each year. They are an honest and religiously inclined people, yet have a keen sense of humor and are gener-

ally intelligent and well informed. They have for the most part adopted the manners and customs of their Yankee neighbors and all the men and children speak good English. There are very few of the original log houses left in the town, nearly all having been replaced by neat frame buildings. The improvement made upon this wilderness town in twenty years is very creditable to the thrift and energy of these worthy people and the addition thereby made to the valuation of the State proves the wisdom and success of the enterprise.

New Sweden was organized as a plantation in 1876 and in 1880 had a population of 517 and a valuation of \$22,041. In 1890 the population had increased to 707 and the valuation to \$107,832.

The first birth in the New Sweden colony was a boy in the family of Mr. Nils Persson, on the 12th of August, 1870, the 21st day from the arrival of the colonists. The babe was christened by the name of William Widgery Thomas Persson, in honor of the founder of the colony. A few weeks afterwards Mr. Thomas presented his young namesake with a silver cup, on which was engraved:

WILLIAM WIDGERY THOMAS PERSSON

The first child born in New Sweden,
August 12, 1870.

From

W. W. THOMAS, JR.

The first marriage was performed on Sunday, August 21st, 1870, when Mr. Jons Persson was united in marriage to Miss Hannah Persdotter, by W. W. Thomas, Jr., Esq. The ceremony was in the Swedish language, but after the American manner.

The first funeral was on the next day (Sunday) after the arrival of the colonists. A child of Mr. Nickolaus P. Clase, only a few weeks old, died just above Woodstock on the way up the St. John River. The remains were brought to New Sweden and there buried. The funeral services were conducted by Rev. Mr. Withee, a Methodist clergyman of Caribou.

The following are the names of the heads of families who were settled upon lots in New Sweden and Woodland in 1870, with the number of their lots:

New Sweden	
Name	Number of Lot
Wilhelm Hard	75
Per J. Jacobson	96

Eric Ericsson	96½
Nils P. Jansson	97
John Borgesson	99
Carl Voss	111½
Per O. Julen	113
Gottlieb T. Pilts	114
Oscar G. W. Lindberg	114½
Nils Ohlson	115
Jons Persson	116
Svens Svensson	117
Karl G. Harleman	118
Anders Malmquist	121
Jans L. Lundvall	12½
Truls Persson	133
Nils Persson	134
Nickolaus P. Clase	135
Olof C. Morell	135½
John P. Johnson	136
Anders Johansson	137
Anders Svenson	138
Olof Ohlson	138½
Laurentius Stenstrom	99½
Per Persson	112
Mans Mansson	131
Anders F. Johansson	130

Woodland

Per Petersson	A
Solomon Johansson	B
Jonas Boden	C
Jonas Boden, Jr.	D
Frans R. W. Planck	E
Jacob Johansson	F
Anders Wesbergren	32

At the close of the year 1870, the colony numbered 114 Swedes, of whom 58 were men, 20 women and 36 children. A number of the original colonists afterward emigrated to other parts of the United States and their lots were taken by later arrivals.

 OXBOW

In all this fair northland no fairer river sends its waters to the sea than the beautiful Aroostook, and no river of all the

land flows through a grander or more beautiful country. Along the banks of its upper waters are not only immense tracts of valuable timber land, but through all its tortuous course from source to mouth it flows through a section as fertile and productive as any in New England. Broad, smooth intervalles, easy of culture and rich in all the elements of plant life are along its banks, and, swelling back from these, are grand ridges of fertile upland, which, when cleared of their forest growth, are easily converted into fair and productive farms, upon which are the homes of a peaceful, happy and prosperous people. Many strong flowing streams, draining immense timber sections, add their waters to its larger volume and upon all these are valuable water powers, capable of turning many busy wheels and adding to the industrial resources of this great county.

In the valley of the lower Aroostook the forest has given place to the fertile farm, whole townships have been brought under cultivation, handsome villages have been built up, and from this section immense quantities of food products are sent out to feed the thousands of hungry toilers in other portions of the land. Fort Fairfield, Caribou, Presque Isle, Washburn, Mapleton and Castle Hill, all lying on the Lower Aroostook, are towns whose exports are mainly cultivated and manufactured products, while still farther up, Ashland and Masardis are well maintaining their claim to be classed as agricultural and manufacturing towns.

As we ascend the river still further we begin to find ourselves in the midst of the "forest primeval" and to leave behind us the larger settlements, and penetrate into Nature's loveliest retreats. Now standing upon some slightly eminence, we look away towards the north and west, and as far as the eye can reach behold an unbroken forest, with its mountains and valleys, its rivers and streams, and in these mild October days, its dazzling richness of color, ranging from the darkest green of the spruce and fir to the most gorgeous crimson of the maple, a sea of heaven-tinted beauty, an ocean of enchanting loveliness.

Such was the beautiful picture spread before us as we stood upon the grand swell of cultivated land in the little settlement of Oxbow Plantation, the farthest inhabited township upon the upper waters of the Aroostook.

Leaving Masardis, we ride southward on the old Aroostook road some four miles or more, half the distance being in Township No. 9, Range 5, when we come to the mouth of the Oxbow road. Here we turn to the west and continue on for

nearly five miles through the unbroken wilderness of No. 9. The soil in this township is quite stony and in that portion through which the road passes, hardly suitable for cultivation, though in other parts of the town there are some tracts of good farming land. Crossing Houlton Brook and Trout Brook further on, we come to the town line and all at once emerge from the wilderness, and find ourselves upon a handsome ridge of cultivated land, with a beautiful prospect before us of something over four miles of field and meadow lying along the Aroostook River. Broad farms and fertile fields stretch away on either side of the road, the clearings terminating at the river on the north and at the grand old forest on the south. Standing upon this fertile slope and looking over the smooth fields and comfortable residences we can hardly realize that we are in the heart of a vast wilderness and that as far as cultivated improvement is concerned we are at the end of the road when we pass the last farm in sight. The forest is cleared away to such a breadth on either side the road, the fields and pastures are so well fenced, the houses and barns so comfortable and all the evidences of prosperous agriculture so apparent that it does not at first occur to one that after leaving this settlement he could strike out into the edge of yonder woods and travel through unbroken forest for days without coming upon a human habitation until he reached the Canadian settlements upon the far-off St. Lawrence.

Looking westward along the road we can see at the foot of the cultivated slope the Umcolcus Stream which rises in Umcolcus Lake down in the southwest corner of No. 8, Range 5, and flowing northwesterly across the corner of Penobscot County, enters Oxbow Plantation through its south line and flows northward into the Aroostook. A half mile to our right is the Aroostook River winding among beautiful intervalles and making here the "ox bow" from which the town takes its name. After crossing the Umcolcus the road ascends the slope on the other side through a cultivated section for some two miles, when it enters the forest and is lost in the mazes of the grand old woods. Looking beyond the little settlement we see forest to right of us, forest to left of us, and almost interminable forest in our front. Across the long stretch of gorgeous autumn blazonry, directly in our front rise the wooded peaks of the Mooseleuk mountains, extending for some distance from north to south. Farther to the north are rugged heights of the Machias mountains, these being more distant and less clearly defined. Away to the southwest,

high above all and grander than all, towers grand old Katahdin, seeming now like an old familiar friend, we have looked upon his rugged features so often of late, and from so many different standpoints. Lesser hills appear on every hand, all wood-covered and autumn-tinted, and everywhere forest, and forest glorified by Nature's matchless limning, and all illuminated by the splendor of the mild October sunlight.

We are on the Upper Aroostook now, but still the head waters of its tributary streams are many miles away. Some ten miles above Oxbow the Sapomkeag, a small stream rising in Penobscot County, flows into the Aroostook from the south, and two miles above, the Mooseleuk enters from the north. This latter is a stream of considerable volume and large quantities of lumber are driven from it every spring. It heads away over in Piscataquis and flows in a southeasterly direction into the Aroostook. Some six or eight miles above the mouth of the Mooseleuk the Munsungun and Millinocket streams unite and form the Aroostook. The Munsungun is the northerly branch and flows from a lake of the same name in the northeastern part of Piscataquis County. The Millinocket flows out of Millinocket Lake also in Piscataquis, and the two unite in Penobscot County a short distance from the northwest corner of that county.

Though the Oxbow settlement is away to one side of the world's busy centres and is surrounded on all sides by forest, yet it is by no means a solitary or unfrequented locality, but is on the contrary in winter season one of the busiest points in the county. It has been for many years the headquarters and point of departure for the vast lumber business in this section and on that account has been a most important point.

In the days of the great pine timber business many thousands of dollars were yearly brought to the town and fortunes were made and lost in operations of which it was the centre. The Aroostook War, which came so near embroiling two great nations in a sanguinary struggle, was the means of attracting attention to this fertile region and many who marched in with the posse to fight the British trespasser remained to battle with the wilderness and to make farms and homes in this new country. It also demonstrated to others not of the martial force that the country was accessible and quite a tide of emigration followed.

In September, 1839, Elias H. Hayden and Samuel Hayden came from Madison Centre, in Somerset County, to spy out the

land in the far-off Aroostook. They came up via Patten to Masardis, where they took a boat and went down the river to Presque Isle, which at that time contained but little beside Fairbank's mill on the Presque Isle Stream. The road from the Aroostook River to Caribou had then been spotted out, and they followed the line through, looking for a location to suit them. At that time there was no opening in the wilderness after leaving the Aroostook River at the point where the bridge now crosses in Presque Isle, until they arrived at the chopping of Ivory Hardison in Lyndon, and from there to Caribou the forest was unbroken. Not deciding to settle in this region, they returned to Presque Isle and poled their boat up the river to the Oxbow. Here they found Surveyor Henry W. Cunningham lotting the town, which was Township No. 9, Range 6, and here they concluded to make their future home. Selecting lots on the south side of the Aroostook River, near where the river makes its abrupt bend, they returned to their homes and in June, 1840, came back and commenced felling trees upon their lots. A few small choppings had been made during the previous year, but all had been abandoned and the Haydens were the first settlers who came to stay.

In 1842 Mr. Samuel Hayden moved his family to Oxbow, being the first family to come to the town. He remained until about 1860, clearing up a good farm and building comfortable buildings, and then removed to Minnesota.

Mr. E. H. Hayden was unmarried when he came to the town. He built a log camp on his lot and went to work to clear up a farm. In 1842 he built a barn which was the first frame building in the town. The plank and boards for this barn he procured at Pollard's mill on the St. Croix, running them down that stream to Masardis and then poling them in a boat up the river to Oxbow. Mr. Hayden says that at one time he poled 500 feet of green plank in a batteau from Masardis up to Oxbow without assistance. In 1843 Mr. Hayden married a daughter of Thomas Goss, and brought her to his log camp on his forest farm. After the boundary dispute was settled by the treaty of 1842, the lumber business improved and a ready market was afforded for all the produce raised in this vicinity. Thus becoming more independent, Mr. Hayden, in the fall of 1843, built him a comfortable log house in which he lived until 1849, when he built a frame house and commenced keeping a hotel, in which business he continued in connection with farming, until some six years ago.

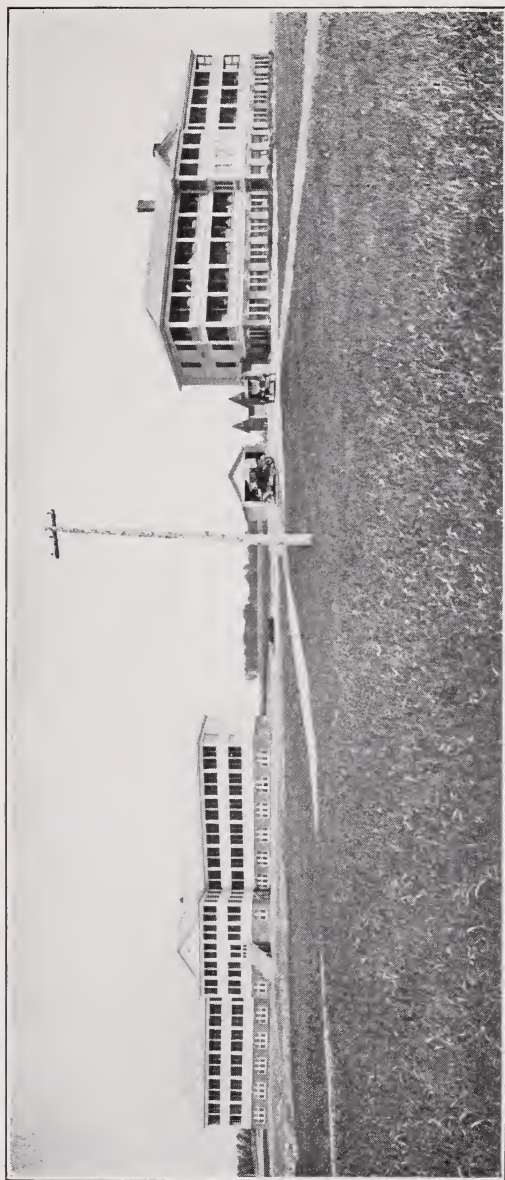
The next settler to come to the town was Mr. John M. Winslow, who came from Freedom, Waldo County, in March, 1842, and settled opposite Mr. Hayden's. He cleared up a farm and also engaged in the lumber business. He was the first clerk of the plantation after its organization. He remained until 1862, when he removed to Minnesota, where he afterwards died.

Mr. Thomas Goss, Jr., son of the pioneer settler of Masardis, came with his family to Oxbow in April, 1842, and settled on a lot in the extreme west of the town. He remained but about three years, when he removed to Masardis and afterwards to the Fish River road. About 1870 he returned to Oxbow and settled in the east part of the town where he remained until his death in 1875. His widow is still living in the town with her daughter, Mrs. I. L. Junkins.

Aaron Scribner and family moved from Lincoln in 1843 and settled on a lot on the Umcolcus Stream, where he made a farm and lived about twenty-five years, when he removed to Patten.

William Bottin came from Madison in 1843, moving his family to the town the next year. He took up a lot on a beautiful ridge west of the Umcolcus, where he made a fine farm on which he still lives.

In 1843 Ira Fish & Co. of Patten, built a sawmill on Umcolcus Stream a short distance above the present bridge. In aid of this enterprise the company received from the State a grant of a block of land near the mill, a large part of which grant has since been made into productive farms. The mill at first contained only an up and down saw, but in 1845 a run of stones was put in. In 1852, Shepard Boody, of Old Town, bought the mill property and the land connected with it. Mr. Boody was largely engaged in the lumber business, having extensive operations upon the headwaters of the Aroostook. Pine timber being at that time much higher in Bangor than in St. John, Mr. Boody for a number of years drove his lumber to the mouth of the Munsungun, where he took it from the water with teams and derricks and hauled it across to Sebois Lake on the Penobscot, and drove it to Bangor. He employed a large number of men, sometimes continuing his operations during the entire year. He moved his family to Oxbow, where he made the headquarters of his large lumber business and here also he engaged in farming. He cleared up more than two hundred acres of land and raised large crops of hay and grain for his lumber operations. Mr. Boody failed in 1864, and removed from Oxbow, living at



NORTHERN MAINE SANATORIUM, PRESQUE ISLE

various places in Aroostook County, devoting much of his time during his later years to preaching the gospel according to the Methodist faith. He died at Moro, on the Patten road, something over a year ago. Those who knew him as a business man speak of him as an honest man, kind and generous to the poor, but unfortunate in his business operations. After Mr. Boody's failure the mill property passed into the hands of Mr. George Sawyer of Masardis, who operated it for a number of years, when it was sold to Mr. C. C. Libby, who came from Newfield and married a daughter of Mr. Eben Trafton, of Masardis.

Mr. Abram H. Currier came from Maysville in 1854 and for a number of years had charge of the Boody farm. In 1862 he bought the lot on the west side of the stream, where he now resides.

Samuel Willard moved from Old Town in 1854 and settled a mile east of the stream on the farm now owned by Stephen Ellis. He lived there until 1862, when he moved to the Winslow farm where he resided for a time and then moved to Presque Isle. In 1879 the Winslow farm passed into the possession of Mr. Eben Trafton of Masardis, who made many improvements and raised large crops of hay and grain. Mr. Trafton never lived in the town and afterwards sold this farm to Mr. Julius J. Junkins who now lives upon it.

James Anderson came from New Brunswick about 1860 and bought the Samuel Hayden farm, where he has lived ever since. Robert Purvis came from New Brunswick about 1854. He married a daughter of Mr. Samuel Hayden and in 1858 settled on the lot where I. L. Junkins now lives in the east part of the town. John McLean came from Nova Scotia in 1861 and bought the William Day farm a short distance west of the stream. Mr. McLean was killed in the woods by a falling tree, and his widow afterwards married James Smith, who carried on the farm until his death a few years since. Mrs. Smith is now living with Mrs. Joseph Pollard at Masardis. Thomas Fleming came from Nova Scotia in 1854. He afterwards married a daughter of William Bottin and settled on the lot east of Mr. Bottin's, where he now resides.

The township was first organized in 1848 and as Oxbow Plantation in 1870. There are two schools in the town and the people are intelligent and prosperous.

GLENWOOD

After passing through Haynesville we come to the Plantation of Glenwood, the southeast corner of which is crossed by this road.

The first settler upon this township was Mr. Seth Spaulding, who came from Dover and in 1833 settled on the lot on which Mr. Charles H. Jenkins now lives at the mouth of the road which now leads to the mill on Wytovitlock Stream. Mr. Spaulding previously made a chopping on the lot at Happy Corner in Reed Plantation, but did not remain upon the lot. He cleared the farm in Glenwood and lived on it until his death in 1844. At the time of Mr. Spaulding's settlement his home was in the midst of a dense forest, his nearest neighbors being Messrs. Hall and Leighton, who had just completed the hotel in Haynesville on the hill two miles below the Forks. After Mr. Spaulding's death Mr. Samuel Tobin, who came from Blanchard in 1845, bought the possession. Mr. Tobin lived on the place a number of years and then moved to Lee, where he died. The farm then passed through a number of hands and about 1860 was purchased by Mr. N. Twombly, who lived on it until his death some ten years ago. His son, Mr. Horace Twombly, now owns the farm.

Mr. Jonathan L. Plummer came from the town of Wales in 1835 and built a log house opposite Mr. Spaulding's and took up a lot a mile west of the Military road. Here he cleared a farm and built a frame house and barn and in 1844 moved with his family to the lot. He lived upon this farm some six years and then removed to Levant in order to secure for his children the privileges of an education which were denied them in their wilderness home.

Mr. Asa Straw came from Newfield about 1836 and settled on a lot west of Mr. Spaulding's, where he made a clearing and built a log house in which he lived a few years and then moved to the Clifford settlement in Reed Plantation. He lived there a number of years and then moved to Lincoln Centre.

Mr. Joseph Lane settled on the shore of Wytovitlock Lake in 1837. He cleared a farm and lived upon it until his death about a year ago. Mr. Lane was unmarried and devoted much of his time to hunting. Mr. Gardner Lane, an adopted son of Mr. Seth Spaulding, cleared a small farm adjoining Mr. Jonathan Plummer's. He afterwards removed to Arkansas, where he now resides.

At the time of the first settlement a large amount of lumbering was carried on in the vicinity and the early settlers raised a little hay to sell to the lumbermen, which was about the extent of their farming operations. Hunting was the main dependence for supplying the meat barrel and working in the woods in winter was the principal source from which money was obtained.

In 1865 Mr. Lafayette Tuck and Mr. Peter Moulton built a mill on the Wytopitlock Stream in the southwest corner of the town, about two miles and a half west of the Military road. Mr. Elisha Gilpatrick of Danforth afterwards bought this mill. It contains a rotary, two shingle machines, a clapboard machine and lath machine.

Mr. Robert Jenkins, who lives on the Military road a short distance below the mouth of the mill road, came from Wales to Molunkus in 1836 and worked at his trade of shoemaking a number of years. In 1861 he moved to Perham and from there enlisted in the 16th Maine Regiment. He was taken prisoner near Centreville, but was paroled and afterwards discharged. He then enlisted in the 31st Maine Regiment and served until the close of the war. In 1865 he came to Glenwood and settled on the lot formerly occupied by James Oliver, where he now lives. His son, Mr. Charles H. Jenkins, in 1879 built a house and store at the mouth of the mill road, where he is now engaged in trade and also keeps the postoffice.

Glenwood lies directly west of Haynesville and north of Reed Plantation. On the north and west it is bounded by unsettled townships. In the western part of the township is Wytopitlock Lake, a beautiful little sheet of water some two miles long and something more than half a mile in width. From this lake Wytopitlock Stream flows in a southerly course and empties into the Mattawamkeag River in the southern part of Reed Plantation. The greater part of the town is still covered with forest and as a whole the town is not well adapted to farming, though there are some tracts of very good land. The population of Glenwood in 1890 was 183.

BANCROFT

Directly west of the town of Weston and lying along the Washington County line is the good town of Bancroft, named in honor of the great historian whose brother was at one time the proprietor of the town.

The township is somewhat irregular in form, having no two sides parallel, its northeast corner projecting away beyond the general northern line of the town almost as far as the north line of Weston. Like many of the towns in Aroostook County, it was originally considered a timber town and many of the first settlers were attracted thither by the opportunities for engaging in the lumber business. A considerable portion of the town has been cleared of its forest growth and converted into fertile farms, but the lumber industry still furnishes employment for many of its citizens and there are few farmers who are not to some extent engaged in this business.

The first settler upon the township was Mr. Charles Gellerson, who came from the town of Brighton, in Somerset County, and settled in the extreme northeastern portion of the town, near the Weston line and a short distance south of where the ferry now crosses the Mattawamkeag River. Mr. Gellerson had a large family of sons, some of whom settled and made farms in the adjoining town of Weston, the others making their settlement in Bancroft. Upon coming to the town Mr. Gellerson purchased a block of 300 acres of good land lying along the Mattawamkeag River. This tract he afterwards divided into smaller farms, reserving 100 acres for his own homestead. Here he cleared a good farm and for a number of years after coming to Bancroft was engaged in lumbering. He lived upon the farm until his death in 1854.

Mr. James Dunn then had the farm for three years, when it was purchased by Mr. Shubael Kelley and his son Lorenzo Kelley, who owned and occupied it until 1867. Mr. William Gellerson, Jr., then bought the farm and after living on it some six years exchanged farms with Mr. Charles Case, who still lives on the old Gellerson homestead, where the first clearing was made in the town.

Mr. Josiah Gellerson, a son of Charles Gellerson, came with his father to Bancroft and took 100 acres of the block purchased by him. He was largely engaged in lumbering and after living in Bancroft fourteen years moved to the adjoining town of Haynesville. Mr. Atwell Gellerson, another son, settled on the north hundred acres of his father's block. He cleared a farm and was engaged in farming and lumbering until his death in 1862. Mr. Samuel Gellerson then bought the farm and has lived upon it ever since.

Mr. Shubael Kelley came from Brighton in 1833. With him came his two sons, Albert and Lorenzo, and together they

settled on a lot adjoining Mr. Charles Gellerson's on the east. Here they cleared a farm upon which they lived together until 1857. Mr. Shubael Kelley and his son Lorenzo then bought the Charles Gellerson farm, upon which they built a new house, in which Shubael Kelley resided, Lorenzo living in the original farmhouse. They carried on the farm together. Mr. Lorenzo Kelley was also engaged in the business of lumbering. Shubael Kelley died in 1865, and his son Lorenzo in 1867. Mr. Albert Kelley remained upon the old homestead after the removal of his father and brother to the Gellerson farm, and was for many years one of the principal citizens of the town. He was for years largely engaged in lumbering, which he finally abandoned, and for a time was employed in the insurance business. He died at his home in Bancroft in 1881. He was a man of kindly disposition, of a most cheerful and companionable temperament and had many friends throughout Aroostook County. His son, Mr. George Kelley, now has the homestead farm and is largely engaged in lumbering.

Mr. Joseph Rollins came from Brighton in 1833 and settled on the lot next south of the Kelley lot. Here he cleared a good farm upon which he lived until his death in 1840. Mr. Albert Kelley, Jr., now lives on this farm.

Mr. Joseph E. Shorey was for a number of years engaged in lumbering in Weston and Bancroft before making any permanent settlement. He came from Kennebec County in 1835 and settled in Bancroft on a lot a short distance south of Mr. Joseph Rollins. Here he made a farm and was engaged in lumbering for many years. Mr. Shorey was a prominent man in the town and was a man of much ability. He was a trial justice for many years and was well known throughout southern Aroostook. He died in Bancroft some ten years ago and his farm is now owned by Mr. Albert Sellers.

Mr. Daniel Bean came from Cumberland County in 1834 and settled near the mouth of Baskahegan Stream. Here he built a mill containing an up and down saw and also a grist mill. Mr. Bean carried on quite an extensive business in lumbering and farming until about 1850, when he sold the property to Mr. John Pomroy and removed to Haynesville, where he died. Mr. Pomroy carried on the farm and mills until 1862, when he recruited a company which was mustered into the 11th Maine Regiment as Company I, Mr. Pomroy receiving a captain's commission. At the expiration of his military service Capt. Pomroy returned to Bancroft and for a number of years was

extensively engaged in lumbering and trading. He afterwards removed to Minnesota, where he now resides. He is remembered in Bancroft as a man of much energy and business ability and as a leading man in that vicinity for many years.

Mr. Simeon Irish came to Bancroft about 1834 and settled on the west side of the Mattawamkeag River, a mile below the mouth of the Baskahegan Stream. Mr. Irish cleared a large farm and was quite extensively engaged in farming and lumbering until his death, some thirty years ago. His son, James Irish, now owns the farm.

Mr. Jeremiah Thompson came from Kennebec County in 1837 and settled on the lot next south of Joseph Shorey. He made a clearing and lived on the place some ten years, when he moved to Glenwood Plantation, where he afterwards died. Mr. Andrew Collins then bought the farm and lived upon it until his death some twenty-three years ago. Mr. William Quimby then bought the farm and still resides upon it.

Mr. Leonard Smith came from Sidney about 1838 and settled on the lot south of Mr. Joseph Rollins. Here he cleared a farm and after living on it a few years removed from the town. This farm then passed through a number of hands and was then purchased by Mr. James Burns, who came from New Brunswick. Mr. Burns lived upon the farm until his death some fifteen years ago and his son, Mr. Simeon Burns, now occupies it.

Mr. Jonathan Quimby came from Kennebec County about 1840 and settled on the lot near where the Kelley road now intersects the Baskahegan road. Mr. Quimby cleared this farm and lived upon it until his death some fifteen years ago. Mr. John Warman now lives upon the farm.

Mr. Robert Hinch, who was for years one of the prominent business men of Bancroft, came to the town in 1840 and settled on the east side of the Mattawamkeag River, a short distance above the mouth of Baskahegan Stream. Mr. Hinch cleared a large farm and was for many years extensively engaged in farming and lumbering. He was for some time in company with Mr. John Pomroy in the lumber business and this firm carried on large operations for a number of years. Mr. Hinch died some five years ago. He was a worthy man, of much business ability and was highly esteemed by all who knew him. His son, John W. Hinch, now owns the homestead, but resides in Danforth.

Mr. John W. C. Moore came from Kennebec County about 1843 and settled on a lot a short distance east of Mr. Robert

Hinch. Mr. Moore cleared a large farm and was for many years a prominent business man and a leading citizen of his town. He carried on large farming and lumbering operations and took an active part in town affairs. Mr. Moore also represented his district in the State Legislature. Some ten years ago he sold his farm to Mr. Edwin Smart and moved to Hodgdon, where he died a few years since. He was a man of sterling character, strict honesty and business integrity and had many friends.

Mr. Daniel Moore came from Kennebec County about 1850 and settled on the lot next east of Robert Hinch. Here he cleared a farm and was engaged in farming and lumbering until about 1882, when he sold the farm to Mr. Stewart Lee and moved to Linneus, where he died some three years ago.

Mr. John W. Smart came from Washington County about 1850 and settled on Trout Brook Ridge, near the Weston line. He made a good farm and lived on it until his death some fifteen years ago. Mr. Smart was also engaged in lumbering and was chairman of the board of assessors for many years. His son, Edwin Smart, now lives on the farm.

Mr. James T. Houghton came to Bancroft about 1852 and cleared a farm on Trout Brook ridge north of Mr. John W. Smart's, where he lived until his death some seven years ago. Mr. Freeman Brown now has this farm.

Mr. Samuel E. Gellerson came to Weston when a small boy with his father, Rev. George W. Gellerson. In 1851 he bought the Atwell Gellerson farm in Bancroft and has lived on it ever since. Mr. Gellerson has been an active business man for many years, having been engaged in lumbering, farming and cattle buying. Though but a lad when he first came to the settlement, yet his memory extends back to the time when the first opening was made in the Gellerson settlement, which is the general name given to this portion of the town and the adjoining portion of the town of Weston. He has seen the forest give way before the pioneer's axe, and where once the Mattawamkeag flowed undisturbed through an unbroken wilderness, now fertile fields and verdant meadows slope down to its shores. The humble log cabins of the first settlers have been replaced by neat and handsome residences and capacious barns now hold in their ample mows the products of the farmers' toil. Mr. Gellerson can well remember when there were no roads in the town except those used in the winter by the lumbermen and when the early pioneer went to his neighbor's by a path through the greenwood. Now there are good turnpikes and in the settled portion of the

town good farms on all the roads.

Bancroft is bounded on the north by Haynesville, on the east by Weston, west by Reed Plantation and extends on the south to the Washington County line. The Mattawamkeag River flows in a tortuous course, but in a general southwesterly direction through the town and along the river banks are some very fine stretches of intervale land. The Baskahegan Stream enters the town from Weston, near its southeastern corner and flowing in a northwesterly direction empties into the Mattawamkeag about midway of its course through the town. Battle Brook, a stream of considerable volume, empties into the Mattawamkeag from the northwest and there are several other brooks of more or less volume in different portions of the town.

While the towns in northern Aroostook are watered by the St. John River and its tributaries and the headquarters of the lumber business of that section has been in St. John and Fredericton, the towns in southern and western Aroostook are drained by streams that flow into the Penobscot and thus the business of those portions of the county has been largely centered at Bangor. Bancroft, as far as its lumber interests are concerned, is a Penobscot town and its early settlers, most of whom were more or less engaged in lumber operations, were well acquainted in Bangor, but had no business connection to speak of with the Province of New Brunswick.

The Maine Central railroad crosses the southern part of the town and the station is on the west side of the Mattawamkeag River near the west line of the town. From the covered bridge a road runs southward along the west side of the Mattawamkeag River to Bancroft Station. The exports from Bancroft are principally hemlock bark, sleepers, poles, posts, ship timber and hardwood logs.

The southern portion of the town of Bancroft, through which the railroad runs, is principally timbered land and there are no farms in this portion of the town. The cultivated part is the northeast quarter, being that portion north of the Baskahegan road and east of the Mattawamkeag River. In this section the land as a general thing is very good and well adapted to farming purposes.

Bancroft was first organized as a plantation in 1840, and was incorporated as a town in 1889. It has a good class of citizens and may be regarded as a prosperous Aroostook town. The population of the town in 1890 was 264 and its valuation was \$72,688.

EASTON

The beautiful St. John River flows for many miles nearly parallel with the eastern boundary of the County of Aroostook and but a few miles distant. There is no more beautiful river in all America, and though the settlement of the disputed boundary question has long been acquiesced in, yet it would seem that the natural limit of Aroostook on the east should be this same magnificent river, and that the many fine streams that trace their winding course through this fertile county should not be obliged to discharge their waters in a foreign land. It may, however, be only a question of time when this grand water way shall be from its source to its mouth wholly within the jurisdiction of Uncle Sam, and when the eagle that now circles around Seven Islands can trace the course of the river away to the Bay of Fundy and be hailed through all his flight as the chosen emblem of one grand nationality. The tier of townships lying along the boundary line comprises many fine agricultural towns, but none more excellent than the fertile town of Easton. Nowhere in Aroostook do the maples tower to so great a height, or make a more thrifty growth than in this town. Though lying upon the border it was unsettled at the time of the boundary dispute and its most ancient archives contain no annals of the famed Aroostook War.

Easton was originally a Massachusetts township, but was about 1854, in common with all the other towns owned by the mother State, purchased by the State of Maine. In 1855 and 1856 it was lotted by Noah Barker into 160 acre lots and was opened by the State for settlement. Previous to that time, however, a few settlers had commenced clearings upon the town and it may be that in earlier times some of our New Brunswick neighbors had wandered over the boundary and invaded the forest.

The earliest settler, however, of whom we could obtain any authentic account was Mr. Henry Wilson. Mr. Wilson came first to Presque Isle and taught school in a log house on what is now the Hugh Jamison farm about the year 1847. He taught a number of years in the town and in 1851 went away into the wilderness and commenced a clearing near what is now Easton Centre. There was at that time a logging road from Presque Isle across the present town of Easton to the St. John River. This road was of course passable for teams only in the winter season. A number of the young men in Presque Isle went over

with Mr. Wilson to the spot he had selected for his forest home and helped him build a log house. To this new house he brought his wife and lived here a number of years before any other settler came to the neighborhood. About the time that the town was lotted he sold his improvements which were on a part of three lots, to W. H. Rackliffe, Josiah Foster and Theophilus Smith, and moved to the adjoining town of Mars Hill. Mr. Wilson is now living in Houlton and his son, Vinal B. Wilson, Esq., is a prominent member of the Aroostook bar with the promise of a brilliant future.

In 1854, Mr. Albert Whitcomb commenced a clearing about a mile south of what is now Easton Centre. Mr. Whitcomb at that time lived with his father, Mr. Emmons Whitcomb, in Presque Isle, on the farm now owned and occupied by Mr. H. H. Cook. In 1856, he removed to his new farm, having at that time twenty acres cleared and a log house and frame barn built. The road from Fort Fairfield to Blaine had then been run out but was at that time merely a spotted line through the forest, not even having been opened for winter travel. The early settlers paid for their land in grubbing out and building this road which was not made passable for wagons until 1859.

In 1854 also, Mr. William Kimball commenced a clearing north of Mr. Wilson's and was one of the most prominent of the early settlers of the town. In later years Mr. Kimball removed to Presque Isle, where he continued to reside until his death in February, 1890. In the same year also came Solomon Bolster, Dennis Hoyt, Emmons A. Whitcomb and A. A. Rackliffe. Mr. Hoyt was not, however, a resident of the town and soon afterwards sold his improvement to William D. Parsons.

Mr. Jacob Dockendorff also commenced a clearing in 1854 in the western part of the town on the bank of the stream near what is now the thriving village of Sprague's Mills. Mr. Dockendorff did not become a resident of the town, however, until 1857.

In the spring of 1856, Josiah Foster and George Foster settled near the Centre. John L. Pierce took the lot adjoining Albert Whitcomb's and John C. Cummings settled near the Fort Fairfield line.

In the fall of 1856 Ephraim Winship and Israel Lovell took up lots in the northwest corner of the town next to the Presque Isle line.

The township was organized as a plantation July 26, 1856, and was named Fremont Plantation, in honor of Gen. John C.

Fremont, who was that year the standard bearer of the young Republican party of the nation. We find by examining the records that at the time of the organization in 1856 there were but nine legal voters in the plantation. These settlers who took part in the organization were all living along the line of the road from Fort Fairfield to Blaine, but soon after a settlement was commenced in the western part of the town. Between these two portions of the town is a low, marshy bog, which, though not of great width at any point, runs in a northerly direction for about four miles and is about all the waste land there is in the town.

In May, 1857, Mr. Samuel Kneeland, who had married a daughter of William Kimball, came from Sweden, in Oxford County and settled in the west part of the town near the Presque Isle line. Mr. Kneeland first brought his family to Mr. Kimball's and from there he and his wife walked through the woods and across the bog to their new home, each carrying a child, and leading a third by the hand.

Among the early settlers in this part of the town besides those already named were James E. Dudley and Samuel Barker, who came together from Waterford, Oxford County, in 1859, and settled on adjoining lots next to the Presque Isle line, purchasing improvements of Mr. W. H. Ryan, who is now a druggist at Presque Isle. Benjamin Farnham came from Castine the same year, and Joseph Johnson and James Moore had already settled in this part of the town.

In 1858, a schoolhouse was built at the Centre and at a meeting held on June 7th of that year the town voted fourteen against license to four in favor and it has been a strong prohibition town ever since. In 1859 there were forty-two legal voters on the list and seventy-one scholars in the plantation. In 1860 the list contained sixty-three voters and in 1861 seventy six. In 1862 the records show that it was voted that the taxes should be paid in grain or shingles at the market price at Fort Fairfield, and that the collector should give each tax payer thirty days notice. Buckwheat and cedar shingles were at that time the legal currency in Aroostook and were about all the resources the settlers had for the payment of debts.

The town was settled slowly and in 1860 contained but 320 inhabitants. During the war many of the settlers went into the army and not much growth was made until after the war was over.

In 1860 Mr. D. Russell Marston built the mill now standing

at the village of Sprague's Mills. This mill had an up and down saw, and later Mr. Marston put in a shingle machine which he bought of Mr. Isaac Hacker of Fort Fairfield and which is said to be the first shingle machine brought to Aroostook County. Mr. Marston continued to run the mill until 1870, when he sold it to Messrs J. H. & E. W. Sprague. The Spragues made extensive repairs. They sold the mill in 1878 to W. H. Newcomb, who a year later sold to Johnson & Phair. It is now the property of Hon. T. H. Phair, who has put in a rotary.

Of the other mills in this town we may as well speak in this connection. About 1859 Mr. Isaac Wortman built a mill on the River de Chute in the east part of the town. This mill contained only an up and down saw. It was burned in 1870 and was not rebuilt. In 1879 Mr. E. W. Sprague built a steam shingle mill in the western part of the town near what is known as the village of Sprague's Mills. This mill contained one shingle machine with balance wheel and often turned out as many as twenty-four thousand shingles in ten hours. After running five years the mill was burned and was not rebuilt. The engine was saved and was removed to Robinson's Mill in Blaine.

About this time Mr. A. B. Walker built a grist mill some three fourths of a mile above the saw mill on the same stream. This stream is called the Presque Isle of the St. John to distinguish it from the other stream of the same name which flows through the village of Presque Isle and empties into the Aroostook. This grist mill contains three run of stones, and after operating it about four years Mr. Walker removed the wheat stones to Masardis, where he had built another grist mill and for a time the Easton mill was in possession of E. W. Sprague, who put in two shingle machines and introduced steam power. In 1887 Mr. Arno Fling built a steam shingle mill in the east part of the town. This mill is now owned by B. F. Jones of Blaine and has a rotary and one shingle machine.

In 1877 Messrs. Johnson & Phair of Presque Isle built a large starch factory at Sprague's Mills. The factory had but one dry house when first built, but a second one was added a few years later. The building of this factory was an enterprise which resulted in great benefit to the farmers of Easton and did more than anything else toward building up the thriving village of Sprague's Mills. The farmers at once turned their attention to the raising of potatoes for the factory, each man at first contracting to plant a certain number of acres and to deliver the potatoes at the factory for 25 cents per bushel.

The contracts were usually for five years and the business proved to be a profitable one. Soon, however, the demand for Aroostook potatoes for the outside market at good prices induced the farmers to plant many more acres than they had contracted for, selling the merchantable stock to shippers in years when the price was good, and having the starch factory to fall back on when the prices for shipping dropped.

Easton has proved to be one of the greatest potato producing towns in the County and vast quantities are hauled each year to the shipping stations of Presque Isle and Fort Fairfield.

In the fall of 1884, in the midst of the starch making season, the factory was consumed by fire. This subjected both the proprietors and farmers to great loss and inconvenience, but the factory was rebuilt during the following year and has done a large and prosperous business ever since. It is now owned by Hon. T. H. Phair and is one of the most profitable of all his factories.

In 1883 Messrs. Kimball & DeLaite built a steam shingle mill on the Spear Brook near Easton Centre. This mill contained one shingle machine, but before it was fairly in operation the boiler burst, killing one man, Mr. Edward Lord, and severely scalding a number of others. A large number of school children were in the mill watching the working of the engine but a few minutes before the explosion, and had they remained the disaster must have been far more terrible.

The first store in Easton was opened at the Centre in 1863 by Mr. W. H. Rackliffe. Mr. Rackliffe continued in trade some three years, when he closed up this branch of his business, as he was extensively engaged in farming and in buying and selling cattle and sheep. In 1872 Mr. Charles W. Kimball built a store at Easton Centre, where he traded for a number of years, and was followed by Mr. C. F. Parsons, who leased the Kimball store and in 1882 built a new store on the opposite side of the street, to which he removed. Kimball and DeLaite then commenced trade in the Kimball store but after the disaster at the steam mill they went out of business and sold the store to Mr. Parsons. Mr. H. W. Knight afterwards succeeded Mr. Parsons in this store and was in turn followed by Samuel G. Wheeler, the present occupant and the only merchant at Easton Centre.

The principal village in the town is at Sprague's Mills, in the western part of the town, near the Presque Isle line. The first store in this part of the town was built by Nathan Jewell in 1868. It was used for a store but a short time, when it was

converted into a dwelling house and afterwards burned.

In 1878 E. W. Sprague built a store near the mill. Mr. M. C. Smith, now a thriving merchant in the village of Presque Isle, commenced trade in this store and afterwards bought it. The store was burned in June, 1880, and was replaced by the large store now occupied by Mr. J. Sawyer.

In 1882 Mr. M. L. DeWitt built a store at the Mills, which for a number of years was occupied by various parties and was afterwards destroyed by fire in the same year.

E. W. Sprague built a store which he occupied as a lumber supply store and also as a post office, Mr. Sprague having then been postmaster at Sprague's Mills for four years. The next store was built by F. E. French in 1883, and was occupied by him as a dry goods and millinery store until 1885, when it was purchased by E. W. Sprague, who now occupies it as a variety store and post office.

In 1885 Mr. Byron Wheeler built the large store with Grange Hall above. This store was first occupied by Mr. Forrester Burns, who was succeeded by Spear & Stanchfield, and they by F. L. Spear & Co., the present occupants.

In 1886 Samuel Kneeland built a store with dwelling above. Mr. Kneeland has since died and his widow now carries on the dry goods and millinery business in this store.

In 1886 the Odd Fellows built a fine two story building and finished off a handsome hall for the accommodation of the lodge in the second story. The lower story is now owned and occupied by the Methodist society as a house of worship and is very comfortably and conveniently arranged for that purpose.

In 1886 the Free Baptist society erected a very fine church building at the Mills, which is an ornament to the village.

Although the first growth of the town seemed to indicate that the principal business would cluster around the Centre and that the village would there be located, the fine water power at Sprague's Mills and the erection of the starch factory determined that as the main center of industry, and a handsome and thriving village has there grown up in a few years. The place has an air of life and activity and the business men are men of energy and staunch business integrity. The buildings are neat and pleasantly located and everything points to a sure and solid growth.

The schools in the town of Easton are well sustained and rank among the best. The town system was adopted some five years ago and the citizens take great interest in their schools.

There are ten schools in the town under the efficient supervision of W. J. Weymouth. Four terms of free high school are maintained each year, two of which are held at Easton Centre and two at Sprague's Mills.

As a farming town Easton has few if any superiors in Aroostook. Though comparatively a new town, reclaimed from the wilderness within the recollection of men who are still young and active, yet there are upon all the roads throughout the town large, smooth and well cultivated farms with extensive farm buildings and every evidence of comfort and prosperity.

Easton was incorporated as a town on Feb. 24, 1864 and in 1880 had a population of 835. The population in 1890 was 978 and the valuation \$208,765.

In the fertility of its soil and its natural advantages as an agricultural town it is surpassed by few, if any, of the towns in the fertile valley of the Aroostook.

MAPLETON

Directly west of the town of Presque Isle lies the goodly town of Mapleton, formerly known as Township No. 12, Range 3. The Aroostook River barely touches the northeast corner of the town, the corner post being upon an island in the river. Some two and a half miles west of this corner the river in bending around a large island again touches the north line of the town. Mapleton has Washburn for a neighbor on the north, Castle Hill on the west and Chapman Plantation upon its southern border.

The first settlement made upon the town was upon the lots in the northeast corner bordering upon the Aroostook River. Previous to the time of the Aroostook War, people from New Brunswick had ascended the river and made settlements upon its banks at various points, and after the boundary dispute was settled by the Treaty of 1842 these settlers were given deeds of their lots in accordance with the recommendations of the Commissioners sent here by the States of Maine and Massachusetts and these lots so deeded have since been known as treaty lots. Very few of these lots were located in what is now the town of Mapleton, as that town has but a small extent of river frontage.

We find by the report of the Commissioners that Lot No. 14 was thus granted to Joshua Christie and Lot No. 16 to "Edward Erskine, James Erskine and Abigail, wife of Winslow Churchill." These two lots, now included in the town of Mapleton,

ton, had a river frontage in what is now the town of Washburn. Lots No. 17 and 18 were granted to Peter Bull, together with "that part of Bull's Island which lies in No. 12," now Mapleton. How long these people had been settled on their lots we have not been able exactly to determine, but as the conditions of the grants required that the lots should have been "possessed and improved by them, or the persons under whom they claim, for more than six years before the date of the treaty aforesaid" they must have been settled there as early as 1836 and we think Peter Bull came there at a much earlier date. We find also that the southeast quarter of lot 102 and the southwest quarter of lot 103, "to be set off by lines parallel to the lot lines" were granted under the treaty to Dennis Fairbanks, the pioneer settler of the town of Presque Isle. These two lots are situated in the southeast part of the town and the "quarters" designated front upon the Presque Isle Stream, a tributary of the Aroostook. Probably at the time these lots were granted to Fairbanks there was no actual settler upon them though there must have been some "improvement" upon them in order to acquire a deed. This tract is now, we think, owned by Mr. Veranes Chandler of Presque Isle.

Thus we find that Mapleton as well as many other towns in this part of the County, owed its first settlement to the Aroostook River, which these pioneer settlers ascended in the old days "before the war" and upon whose fertile banks and magnificent islands they made their humble homes.

At that time the river was the only highway through this forest region and therefore these old time settlers made their first clearings and erected their log houses near its banks. Before the clearing was made and a crop could be obtained, these pioneers were able to obtain the means of supporting their families by felling the noble pines that grew near the river banks, making them into square timber and floating them down to Fredericton, where they found a ready market.

These people were all from New Brunswick at the time of their settlement along the river, and considered themselves still citizens of that Province and claimed to be upon Provincial territory. Not until the time of the boundary disputes which culminated in the Aroostook War, was the attention of the citizens of Maine called to this fertile region, or were its grand agricultural resources known to our people.

Then the old "State Road" from Presque Isle to Ashland was cut through and in 1842, Shepard Packard came from the

town of Foxcroft and settled on the line of that road some four miles west from what is now Presque Isle. Mr. Packard remained upon this lot and cleared up a fine farm, where he lived to see the wilderness about him cleared away and fine fields made all along the road to Presque Isle. He died at his home at a ripe old age some five or six years ago. His son, George W. Packard, lived with him, and was for years the active manager of the farm until his death, which occurred last spring. Ansel Packard, another son, lived upon the farm opposite his father's until some eight years ago, when he moved to Fort Fairfield, and he too, recently died. Thus no member of the family who made the first settlement upon this part of the town is now living.

Members of the Bull family came up upon this road soon after Mr. Packard made his clearing, and Charles W. and Peter Bull are still living upon lots a short distance east of the Packard farm.

Many of the lots upon this part of the town were covered with their original forest growth until after the war, since which time every lot has been taken and there is a continuous settlement across the town upon this road.

In 1865 Mr. Thomas Munn took up the lot next east of Mr. Packard's, and has now forty acres cleared and is making a fine farm.

Another road enters the town from Presque Isle and runs entirely across the town, parallel to and a mile and a half distant from the south line of the town.

In the fall of 1858, Mr. George L. Emerson came from the town of Stow, in Oxford County, and took a lot in the southwest part of the town, a half mile south of the line of the road above named. He made a chopping that fall and in the spring brought his family to his new home, where he had built a log house. Mr. Emerson's experience was like that of many another Aroostook pioneer. When he arrived with his family and settled in his forest home he had just fifty cents in his pocket. He cleared up two acres and put it into crop, and then leaving his little family, went to work in Presque Isle, and also upon the mill which was that year built near his home, to earn means to provide food until his crop grew.

The road in this part of the town was not then opened, and all supplies had to be brought up the old State Road and across a "portage" through the woods. The distance from Presque Isle by this route was about seventeen miles, while by the road

now traveled it is but about six miles. In 1862, Mr. Emerson, who then had a clearing of ten acres on his lot, left his home and joined the Union Army, being enrolled in the 18th Maine Regiment, known as the 1st Maine Heavy Artillery. Many a brave and sturdy recruit for the Army of the Union went from the new settlements in the forests of Aroostook, and in many of the log houses on these little clearings in the wilderness the lonely wife and little family anxiously awaited the return of the loved one who was fighting the battles of his country on Southern fields. Nobly, indeed, did Aroostook respond to the nation's call to arms, and today in every town in this new county may be found many veterans of the war.

Mr. Emerson returned from service with broken health, but succeeded in making a fine productive farm and buildings comfortable and commodious. Being unable to carry on a large farm, he has recently sold a fine tract of fifty acres, and is living quietly upon the remainder.

In 1859 Freeman L. Ball and Reuben A. Huse came from Hallowell and commenced the erection of a mill at the point where the road now crosses the Presque Isle Stream in the southwest part of the town of Mapleton. This mill became the nucleus of what is now the pleasant and busy little village of Ball's Mills. Messrs. Ball and Huse received from the State a grant of a mile square of land in aid of building the saw mill, which at first contained but an up and down saw for sawing long lumber. A year or two later they put in a shingle mill. At the time the mill was built there was no clearing anywhere in the vicinity, and no road in that portion of the town.

In 1859 also came Chas. M. Spooner, Benj. Chandler and Benj. Gray, who took lots east of the mill and made clearings, and Mr. Geo. L. Emerson moved his family to the new settlement.

The same year Josiah McGlauflin, A. H. Thompson, B. J. Hughes, Garner Wilcox and some others settled on lots near the mill to the north and west.

Mr. Ball soon after sold his interest in the mill to his partner, Mr. Huse, and commenced making the fine farm near the mill upon which his son, Mr. Albert Ball, now lives. In 1886 Mr. Huse sold the mill to John P. Roberts and Franklin Ball, who carried it on until 1870, when they sold to Hon. David Dudley of Presque Isle. Mr. Dudley made extensive repairs upon the mill and also built a store and entered into trade. He also devoted himself somewhat extensively to farming upon the

land near the mill. In 1874 he sold the mill to Messrs Stewart and Morton, the present proprietors, who made extensive additions and put in a rotary saw and planer. The new firm had succeeded in establishing a good business when, in the summer of 1877, a fierce forest fire swept down the valley of the stream, consuming in a short time the mill and all buildings connected with it, the new starch factory just completed by Messrs. Johnson & Phair, Mr. Albert Ball's barn and outbuildings, and at one time threatened to consume the entire village. The bridge across the stream near the mill was also burned, and it was only by the greatest exertion on the part of those present that the village was saved from total destruction. The events of this disastrous fire are still spoken of by the residents of the village as an experience never to be forgotten by those who passed through it. Messrs. Stewart & Morton were in no way discouraged by their great loss, but at once set about the work of rebuilding the mill. This work they pushed with so much vigor and energy that by fall of the same year the new mill was completed, machinery put in and in successful operation.

The destruction by fire of the starch factory resulted in much inconvenience to the farmers of the vicinity, who had planted large fields of potatoes with the expectation of delivering them at this factory in the fall. The potato crop proved good that year and, as many of the Mapleton farmers hauled their potatoes to the Maysville factory, also owned by Messrs. Johnson & Phair, this additional supply loaded that factory to its utmost capacity. Sometimes as many as eighty teams, loaded with potatoes could be counted, waiting to unload at the Maysville factory. Messrs. Johnson & Phair rebuilt the factory at Mapleton in 1879 and in the summer of 1886 the main building was struck by lightning and entirely consumed, the dry houses being saved. The factory was immediately rebuilt and was completed in time to receive the crop of potatoes in the fall of the same year.

The village hotel is kept by M. L. Stewart, who came to Mapleton from New Vineyard, in Franklin County, in the year 1864, and bought a lot of 160 acres on the Presque Isle road a short distance east of the mills. At that time there was but six acres cleared upon the farm and the buildings consisted of a log house and a small barn. Mr. Stewart at once set about the work of making a farm and in a few years the forest upon the front of his entire lot had disappeared and given place to fertile fields. In 1878 he built a large two-story house and at

once opened it for a hotel. This house is one of the most pleasant and homelike hotels in the county, and here the traveler is always sure to find rest and refreshment and the kindest attention from the courteous landlord and his pleasant family.

Col. S. C. F. Smith, the resident member of the firm of Dudley and Smith, is the principal merchant of the village. Col. Smith was from the town of Charlotte, in Washington County, and made a splendid war record as Captain of Co. H. 9th Maine Regiment. Immediately after the war he came to Aroostook and went into business in the pretty little village of Spragueville in South Presque Isle. He afterwards removed to Fort Fairfield, and in 1878 formed a co-partnership with Hon. David Dudley of Presque Isle for the purpose of carrying on a mercantile business at Ball's Mills. Mr. Dudley's extreme antipathy to tobacco was well known, and as he could not conscientiously countenance its sale or use, he refused to extend the partnership to this branch of the business, and the tobacco trade was carried on by Col. Smith alone, Mr. Dudley refusing to receive any share of the profits. Mr. Dudley was long an honored citizen of Presque Isle, and was a member of the Maine Senate from this county. He died at Presque Isle in the summer of 1890.

Col. Smith has served as Colonel of the Veteran Regiment of Aroostook G. A. R., and has also represented his district in the Legislature of Maine. He has a very handsome residence at Ball's Mills, and is one of the sterling business men of Aroostook.

Nearly opposite Col. Smith's store is the fine building erected in 1884 by Eureka Grange. The second story of the building is used as a Grange hall, with a dining hall above. The lower story has recently been sold to Mr. M. E. Ingraham, who has opened a grocery and provision store. Mr. Ingraham is a young man who was brought up upon a farm in the town and is well known and respected by all his townsmen.

Mr. E. A. Smith came from the town of Charlotte and has a farm of forty acres on the high land east of the village and has a fine set of buildings. He has been collector of taxes for a number of years. Mr. James McGlaulin also came from the town of Charlotte in 1861 and took a farm about half a mile from the village, which he carried on for three years. He then moved his family to Presque Isle and went into the army. He returned to Mapleton in 1882 and has been postmaster at Ball's Mills ever since. He keeps a stock of light groceries and dry

goods, but like Mr. Dudley, has conscientious scruples against selling tobacco. His store is on the west side of the stream near the bridge.

Mr. Phineas Swan is the village blacksmith and has a shop opposite the postoffice, where all kinds of work in his line are executed to the satisfaction of his customers.

About one-fourth of a mile west of the mill we come to the fine farm of Mr. A. S. Griffin, which lies next to the town line. Mr. Griffin also came from the town of Charlotte, which has furnished many good citizens to this part of the county. He has now nearly fifty acres cleared, and has recently built a very handsome two-story house and is making a valuable property. Mr. Griffin was a soldier in the 7th Maine Regiment.

A little over a mile east of the village is the farm of Mr. Charles Higgins, a hale old gentleman of 78, who came to the town from Calais in 1870. Eleven years ago his house took fire in the night and the flames were well under way before the inmates awoke to their danger. It was only by the greatest exertion that the old man and his sons were able to save the lives of the women of the family, but they succeeded in rescuing all from the grasp of the flames. When the sun rose next morning it shone upon a heap of smouldering ruins, and when it set that night its last rays fell upon a new house ready to shelter the family, built entirely in one day. In the morning after the fire the trees of which the frame was made were growing in the woods. The neighbors turned out in large numbers. The trees were felled, the frame hewed and hauled to the building spot, the timbers were framed and raised, the boards and shingles hauled from the mill, the house enclosed and shingled, windows put in, floors laid and rooms partitioned off ready for the family, all in one day. Who will say that Aroostook is not a good county for a poor man to live in, or that Mapleton is not one of its good towns? Mr. Higgins's three sons, Orren J., Charles O. and Shepard I. Higgins, all live on good farms nearby and are making comfortable homes.

In the east part of the town is a splendid ridge of land known as the Creasy Ridge, upon which are many fine farms. The peculiarity of the soil in this part of the town is that the ledge is red sandstone and is of much value for building purposes. In 1860 Mr. Benj. D. Creasy came from Mt. Vernon and settled upon this ridge. The same year came Mr. Francis Winslow from Westbrook, and also Eben, Robert and James M. Grendell, and settled in the same vicinity. There was then no

clearing in that part of the town, but it is now a very fine farming section. Mr. Charles E. Creasy now lives upon the farm commenced by his father, and has a very handsome farm with a good stand of buildings. Mr. Winslow has also a fine farm on the opposite side of the road. He was engaged in hop raising for a number of years and found it a profitable business for a time.

Mr. Alexander Ross came to Mapleton in the spring of 1864 and bought a lot on the Creasy Ridge about two and one-half miles from Presque Isle village. When he bought the lot there were but ten acres cleared upon it and no direct road leading to Presque Isle. He now has a good road to the village and has one of the finest farms in this section. Mr. Ross is a good farmer as well as a good citizen. He has served on the Board of Trustees of the North Aroostook Agricultural Society and is one of the "old reliables" in Grange work.

A short distance west of the mill a road runs in a northerly direction across to the old State Road through a very fine farming section. Mr. S. H. Waldron, a veteran of the war, has a large farm upon this road with an attractive set of farm buildings. There are numerous other good farms on this road and also on the other cross roads throughout the town.

Mapleton was first organized as a plantation in 1869, and George L. Emerson, A. H. Thompson and Shepard Packard were chosen assessors, and Chas. M. Spooner, clerk. The town was incorporated in March, 1880, at which time it had a population of 705 and a valuation of \$51,642. The population in 1890 was 832, and the valuation \$138,338. The rate of taxation was eleven and two-tenths mills on a dollar.

MORO

In the western part of Aroostook County and lying along the border of Penobscot County is the township formerly known as Rockabema, but now the plantation of Moro. This township is No. Six, Range Five, and is directly west of Merrill Plantation, north of the town of Hersey, and has for its northern boundary the unsettled township No. Seven, Range Five. The old Aroostook road, the mail route from Patten to Ashland, traverses the town, entering it about a mile and a half from the southwest corner and continuing in a general northeasterly direction entirely across the town, crossing its north line a little more than a mile from the northeast corner of the town.

The first settlement of the town dates away back to the stirring times of the Aroostook War, and the first settler who established a residence here was Mr. Isaac Lewis, who came from the town of Clinton in 1838 and settled in the extreme northern portion of the town. Mr. Lewis cleared up a large farm upon which he lived for about twelve years, when he moved to Patten and afterward to Pennsylvania. His daughter, Mrs. Wm. S. Chase, now lives on a farm near where her father made his first settlement.

In 1839 Mr. John Hale came from Detroit and settled near Mr. Lewis. He was a single man and after making a considerable clearing moved to Sherman and afterwards to Dyer Brook, where he died.

Joseph Baston came from Fairfield in 1840 and settled in the northeast part of the town on the lot upon which Mr. Chas. E. Baston now lives. He cleared up this farm and lived upon it until his death some twenty-eight years ago. Mr. George Baston came with his father to Moro and in 1850 settled on the lot opposite his father's, where he cleared up a large farm, upon which he now lives. The farm contains 215 acres of good land, situated upon a handsome ridge. J. W. Baston, George N. Baston and Lewis W. Baston, all live on good farms near the old place.

Jonas Hale, a brother to John Hale, came to Moro in 1842 and settled on what is now called the Bryant place, next to the south line of the town, and on the east side of the Aroostook road. Here Mr. Hale made a clearing and lived upon the lot some twelve years, when he moved to Sherman. Mr. Horace Darling now lives on this farm.

Mr. Henry T. Knowles came from the town of Corinna to Moro in 1843. He first settled upon the lot in the northeast corner of the town where Mr. Wm. S. Chase afterwards lived. He cleared a farm and built a house upon this lot and lived there until about 1850, when he moved to the Lewis place on the Aroostook road. He enlarged this farm, rebuilt the barn and made other improvements and lived upon the place nearly thirty years, when he moved to a lot just across the line in the unsettled township No. Seven, Range Five. Here Mr. Knowles made a good farm upon which he lived until his death some seven years ago. His son, Henry F. Knowles, now lives upon the Lewis place and also has the farm adjoining in No. Seven. He is located sixteen miles from Patten on the mail route to Ashland.

Mr. Calvin Bradford came from the town of Turner to Patten in 1838. In 1839 he moved to Township No. Seven, Range Five and took a lot near the Knowles place, where he cleared about forty acres and lived there until 1844, when he removed to Moro and settled on the Aroostook road, something less than a mile north of the south line of the town. Here he made a good farm and lived upon it until his death in 1875. His son, Ezekiel F. Bradford, lived with him and had the active management of the farm for a number of years before his father's death. He has since enlarged the farm, which is now one of the best in this section. It contains 500 acres of excellent land, with 175 acres cleared.

Mr. Elisha Brown came from Sherman and settled in Moro in 1845. Mr. Brown had formerly lived in the town, having been in the employ of Mr. Isaac Lewis, the first settler. Mr. Brown took a lot on the Aroostook road a mile and a half north of Mr. Bradford's. Here he made a good farm and built a set of buildings. He lived upon the farm until his death some eighteen years ago. Mr. Robert Kennedy now lives on this farm.

Mr. Daniel Darling came from the town of Hartland in 1840 and first settled in the town of Hersey, where he lived four years, and in 1844 moved to Moro and took a lot on the Aroostook road a short distance north of Calvin Bradford's. Here he cleared a farm upon which he lived until his death in 1863. His grandson, Lysander Darling, now lives on this farm. He has 75 acres of good land with 40 acres cleared, and has a good set of buildings. Mr. Patrick Darling, a son of Daniel Darling, came from Hartland in 1838 and worked upon the Aroostook road, which was then being constructed. Mr. Ira Fish of Patten was agent for the construction of this road in that vicinity. Mr. Darling worked on the road in Bened'cta, in Mt. Chase and in Moro, and in 1840 settled on a lot in the town of Hersey, where he cleared some 10 acres and built a log house. He lived there until 1845, when he moved to Moro and bought of Samuel Chase the lot next north of Mr. Daniel Darling's. There was a small improvement upon the lot and Mr. Darling here made a good farm upon which he has lived ever since. He is now 77 years old and is one of the oldest living residents of the town. He has 200 acres of land with 75 acres cleared, and has a comfortable set of buildings. The farm is somewhat stony in places, but is good, strong, productive land and raises good crops of hay and grain.

Mr. Josiah Bates came from Palmyra in 1845 and first set-

tled in the town of Hersey, where he lived two years and in 1847 moved to Moro and settled on the lot next north of Elisha Brown's. Here he cleared a farm upon which he lived until his death some twenty-two years ago. His son, Albert H. Bates, now lives on the farm.

Mr. Chas. Chase has a good farm. He has also a clapboard and shingle mill on the West Branch of the Mattawamkeag, which stream the Aroostook road crosses near Mr. Chase's farm. In this mill is one shingle machine, a clapboard machine and planer.

After crossing the West Branch the road ascends a steep hill, near the top of which is the farm of Mr. Benj. Brown. Mr. Brown was a soldier in the 31st Me. Regiment and settled on this lot in 1870, and has made a good farm.

The State road, so called, runs from Smyrna Mills in a due east course on the town lines until it intersects the old Aroostook road. This road runs along the south line of Moro Plantation and is settled for the greater part of the distance across the town. Mr. Solomon Bates was the first settler in Moro upon the State road. Mr. Bates came from the town of Fairfield in 1851 and settled on Lot No. 82, which was one of the public lots reserved for school purposes. The State road had then been cut through but was not passable for carriages. It is now a good turnpike road for its entire distance from Smyrna Mills to the Aroostook road. Mr. Bates cleared a farm of ninety acres of good land and lived on it ten years, when he moved across the road into the town of Hersey, where he still resides.

Mr. George L. Bates came from Fairfield in 1851 and made a clearing on the lot adjoining Solomon Bates. He remained some three years and removed to Hersey. Mr. Robert Sturtevant came from Waterville the same year and made a clearing near where the State road crosses the West Branch. He remained some six or seven years and returned to Waterville.

Mr. David B. Bates came from Hersey to Moro in 1851 and made a clearing on the west half of the lot adjoining Solomon Bates. In 1864 he sold his improvements to Solomon Bates and took the lot next north of Solomon's on which there was a good mill privilege. In 1867 David B. Bates and Smith Gilman built a mill on Mill Brook, which runs across the last mentioned lot and empties into the West Branch a short distance below.

Mr. William Jameson came from the town of Lee in 1860 and made a clearing on the lot next west of Robert Sturtevant. He stayed a year and then went into the army and never re-

turned to Moro.

Mr. John Doe came from Kenduskeag in 1860 and took the lot west of Mr. Solomon Bates. Mr. Doe made a large clearing and lived upon the farm until 1886, when he sold it to Mr. Chas. U. Brewer, and moved to Hodgdon and afterwards to New Limerick. Mr. Brewer still lives upon the farm.

Mr. Granville Gary came from Lincoln in 1868 and settled on the lot next west of John Doe. He remained some five or six years and sold to Mr. Cyrus Wade and returned to Lincoln. Mr. Robert Palmer now lives on this farm.

Mr. George Cole came from Patten in 1874 and settled on the lot next west of Robert Sturtevant. He remained four years and sold to Mr. H. J. Palmer and moved to the West. Mr. Palmer still lives upon the farm.

In going to Moro from Smyrna Mills by the State road, after passing the Stephens settlement in Dyer Brook, the road descends a steep hill and then runs for some distance through a piece of woods on low land. Coming out of the woods we find a few small clearings, with log houses and few improvements, until we come to the West Branch of the Mattawamkeag, which the State road crosses a short distance from the town line.

The township was surveyed and lotted in 1833, by Rufus Gilmore and was first organized as a plantation under the name of Rockabema, in 1850. In 1860 the name was changed to Moro. Though not ranking among the best Aroostook townships for agricultural purposes, yet the settled portion of the town contains many good farms and comfortable homes and the social and moral standing of the citizens is of the first order.

MACWAHOC

Leaving Reed Plantation, as we journey southward, the old Military road runs for some two miles across the southeast corner of North Yarmouth Academy Grant, an unsettled township, and then enters Macwahoc Plantation. Like many other towns in Aroostook County, the first opening made in the wilderness in what is now the thriving plantation of Macwahoc was for the purpose of manufacturing lumber.

As early as 1829 or 1830, Messrs. Thayer and Jewett built a mill on the Macwahoc Stream, about a mile above its junction with the Molunkus. The Military road crosses the Macwahoc Stream near this mill. It contained originally only an up and down saw. After a number of years Messrs. Edward and

Ivory Lord of Charleston bought this mill. Mr. Alex. McLain afterwards purchased it and rebuilt it in a more substantial manner and after operating some five or six years sold to Mr. Edwin Buck, who afterwards sold to Mr. John McCausland of Kingman, the present proprietor.

Mr. John Babcock came from Lincoln about the time this mill was first built and put up a log house on the east side of the Molunkus and kept tavern there in the woods for a number of years.

Mr. John Weston came from Lincoln in 1832 and settled at the mill. He worked in the mill some three years and then bought a lot of land nearby, where he cleared a farm and lived upon it until his death some twelve years ago.

Mr. Samuel Butterfield came from Sidney soon after the building of the mill and built a hotel on the east side of the Molunkus Stream, near the place where the Kingman road now joins the Military road. After a few years he sold the hotel to Mr. Frank Butterfield, who a few years later sold it to Mr. Richard Libby, who came from Old Town about 1838. After keeping this hotel some five years Mr. Libby moved to the mouth of the Aroostook road, in Molunkus, where he kept a hotel for a number of years and then removed to Mattawamkeag and died there.

Mr. James Libby also came from Old Town in 1838 and settled on the lot where Mr. Frank Libby now lives. He cleared this farm and built the buildings and lived there until his death in 1875. Mr. Chas. Kimball came from Hiram at about the same time and settled on a lot a short distance south of the Macwahoc Stream. He cleared a farm and died there many years ago. His son, F. P. Kimball, now lives upon the farm, which is on the Kingman road a short distance south of the corner.

A short distance after entering Macwahoc Plantation, we come to the large farm and hotel so long known as the Reed place, and also to old-timers on the road, as the Ramsdell place. Mr. John Rollins made the first clearing on this place about 1848. He built a two-story house and a large stable and opened a hotel. He afterwards sold to Mr. James Emerson, who in turn sold to Col. William Ramsdell. After a few years Col. Ramsdell sold the property to Mr. Hugh Reed, who kept the hotel for many years. Stage passengers from Bangor to Houlton, who made the trip away back in the "fifties," can well remember the cold ride from Mattawamkeag Point to the Reed

place before breakfast on a winter's morning, and also the glowing fire and good warm breakfast that awaited them on their arrival about daylight. After Mr. Reed bought the place the house was burned. He built a new house and that also, together with the stable, was afterwards burned. Col. Eben Webster of Orono then bought the place and built a small house upon it and raised hay and grain upon the farm for his lumbering operations. He afterwards sold to Mr. Frank Stratton, who enlarged the house and kept a hotel until a year ago, when he sold to Mr. S. S. White, the present proprietor.

A short distance below Mr. White's we come to the old Martin farm. Mr. William Martin came here from the western part of the State and commenced a clearing many years ago. He made a good farm and lived on it until his death some fifteen years ago. His son, John Martin, a veteran soldier, now lives on the old homestead.

From Mr. Martin's the road runs for some two miles through the woods to the mill, where the road crosses the Macwahoc Stream. After crossing the bridge we come to the Donnelly farm on the west side of the road. Mr. Alexander Donnelly came here in the early days of the settlement and cleared this farm and lived on it until some five years ago, when he moved to Wisconsin and there died. His son, Mr. Frank Donnelly, now has the farm.

Macwahoc Plantation lies on the line of Penobscot County and has Reed Plantation on the east and Molunkus on the west. The Molunkus Stream runs diagonally across the corners of Townships No. 1, Range 5, and No. 1, Range 4 (North Yarmouth) and continues on in a general southerly direction across Macwahoc Plantation. A portion of the lower part of Molunkus Lake is in Macwahoc, the outlet being by a stream less than a mile in length, which empties into the Molunkus Stream near where that stream makes an abrupt bend to the east. The Macwahoc Stream, flowing down from North Yarmouth Grant, continues across the plantation to which it gives the name, and empties into the Molunkus Stream a short distance below the Military road. There are numerous other brooks and streams in different portions of the town which give it a plentiful water supply.

Macwahoc was organized at a plantation in 1851. The village, near the junction of the Macwahoc Stream with the Molunkus, is but six and a half miles distant from Kingman Station, and is a neat and evidently growing village. A part of the town is

still unsettled, but there are some very good farms and handsome residences in the settled portions of the town. The population in 1890 was 216 and the valuation was \$36,193.

CRYSTAL

Crystal Plantation, formerly township No. 4, Range 5, lies next to the Penobscot County line bordering on Patten. Fish Stream, a tributary of the west branch of the Mattawamkeag, runs through the middle of the town and empties into the west branch a short distance west of the village of Island Falls.

Mr. Wm. Young was the first settler who brought a family to the township. He came from Searsmont in 1839 and settled on a State lot a mile and a half east of the Patten line. The whole country east of Patten was at that time an unbroken wilderness. Mr. Young cleared up a large farm and built a good stand of buildings and lived upon the farm until 1851, when he sold to Mr. S. P. Bradford and moved to a farm which was taken about 1837 by Mr. John Hammond of Patten. Some ten years ago Mr. Young removed to the West, where he afterwards died. Mr. William C. Hackett now lives upon this farm.

In 1839 Mr. Isaac Webber came from the town of China and settled on the lot next west of Mr. Young, where he made a farm upon which he lived until his death, some two years ago. Mr. Albert Corliss now lives on this farm.

The same year Mr. John Bell came from Belfast and settled on the lot east of Mr. Young's, where he lived until his death some six or eight years ago. His widow still lives upon the farm.

Mr. George W. Hackett came from Vermont the same year and took a lot on the south side of Crystal Stream, which flows down from a lake in Hersey Plantation, next township north of Crystal, and empties into Fish Stream a short distance east of the center of the town of Crystal. Mr. Hackett cleared up a large farm and lived on it until his death some ten years ago. His son, George Hackett, now lives on this farm.

The same year Mr. James Cunningham came from Searsmont and settled on the lot east of Mr. Bell's. He cleared up a fine farm here and built a good set of buildings and lived on the farm until two years ago, when he moved to Patten. Mr. Robert McKeen now lives on this farm.

In 1841 Mr. Hiram Hersey came from Foxcroft and took a lot west of Mr. Young's, where he lived for many years and

then moved to a farm in the west part of the town, on what is now called the Cow Team road. Mr. Hersey afterwards moved to Patten and has for a number of years been engaged in the lumbering business.

Mr. William Ward came from Franklin County about 1841 and settled on a lot a half mile east of the Patten line on what is called Fobes' hill. Mr. Ward lived on this farm until his death a number of years ago. Mr. Brad. Kenney now lives on the farm.

Mr. Bela Chesley came from Lincoln in 1841 and settled on the lot next west of Hiram Hersey's, where he lived some ten years or more and then removed to the West, where he afterwards died. The same year Mr. Jonas Drury settled on what is now the lower road from Island Falls to Patten on the east side of Crystal Stream. He made a farm here and lived on it a number of years and then moved to Ohio.

Mr. John Corant came from Franklin County the same year and settled on the lot north of Mr. George W. Hackett. He lived on this farm until about the time of the war, when he removed to Bangor. He was an officer in the army during the war and afterwards settled in South Carolina. Mr. Eugene Thorn now lives on this farm.

Mr. S. P. Bradbury came from the town of Windsor in 1841. He was then a young man with no family and worked for a number of years in the woods and on the river. In 1851 he bought the William Young farm and lived upon it until 1867, when he moved to a farm on the lower road and in 1885 bought the farm near the junction of the roads which he has recently sold to Mr. William Hackett. Mr. Bradford is a prominent citizen of the town and was a soldier in the 1st Maine Cavalry.

In 1842 Mr. Jedediah Fairfield of China built a mill on Crystal Stream near Mr. George W. Hackett's. This mill had an up and down saw run by water and furnished lumber for the settlers in Crystal and Island Falls. Mr. Joseph Kimball afterwards bought the mill and ran it for a number of years, when it was abandoned and went to decay. Five years ago Mr. Roscoe Noyes built a mill on the same stream a short distance above the site of the old mill.

The stage road from Island Falls to Patten runs through the northern part of Crystal and crosses Fish Stream a short distance from the east line of the town. The old road ran directly west on the lot lines over the high ground in the north part of the town. About six miles from the town line a road

now branches off to the south for about a mile and then runs in a westerly course across the town to Patten village. Near the turn of the road on a fine elevation is the Free Baptist meeting house.

In 1843 Mr. David Coffin came from Waterville and bought a block of one thousand acres of land in the western part of Crystal next to the Patten line. He cleared up a large farm and lived on it until his death in 1875. Mr. Whitmas Coffin now lives on this farm.

Crystal was organized as a plantation in 1840 and is one of the best townships in Western Aroostook. The population in 1890 was 297 and the valuation \$73,739.

REED

As we journey down the old Military road, every mile of which brings back recollections of "ye olden time" when this was the grand thoroughfare of northeastern Maine, after passing through Glenwood we come to Reed Plantation, the northwest corner of which is crossed by this road. A short distance below the north line of the township we come to Happy Corner, where the Baskahegan road intersects the old Military road.

The old hotel here is now owned by Mr. George W. Winship, who came here from Amity some twenty years ago. Connected with the hotel is a farm of eighty acres of tolerably good land, with some forty acres cleared. The buildings are now considerably out of repair and, like nearly all the old landmarks along this road, show unmistakable signs of neglect, caused by the withdrawal of travel and traffic from the road.

Below Happy Corner the road runs through the woods for nearly three miles, when we come to the Clifford Settlement, on a very handsome ridge of fertile land, where the first opening was made in the township.

The first settler who brought a family to the town and made a clearing in the wilderness for the purpose of farming was Capt. John S. Clifford, who came from Dover in 1832 and settled on the lot on which his son, Mr. Jonas Clifford, now lives. He was captain of a militia company in Dover and was a man of stalwart build, standing six feet, four inches in his stockings. Capt. Clifford cleared a large farm, upon which he lived until his death some thirty years ago. He built a good set of buildings and kept a public house for many years and was a man well and favorably known throughout this section.

Mr. Levi Prouty came from Dover soon after Capt. Clifford and settled on the lot now owned and occupied by Miss Judith Plummer, a mile north of the Clifford place. Mr. Prouty and Capt. Clifford both married daughters of Mr. Seth Spaulding before moving from Dover. Mr. Prouty made a clearing on his lot and built buildings and lived there until his death in 1837. He was a carpenter and millwright by trade and was a man of some education and a great lover of books. After his death his widow and sons carried on the farm for a number of years and kept public house, as in fact did nearly all the settlers along this portion of the road at that time.

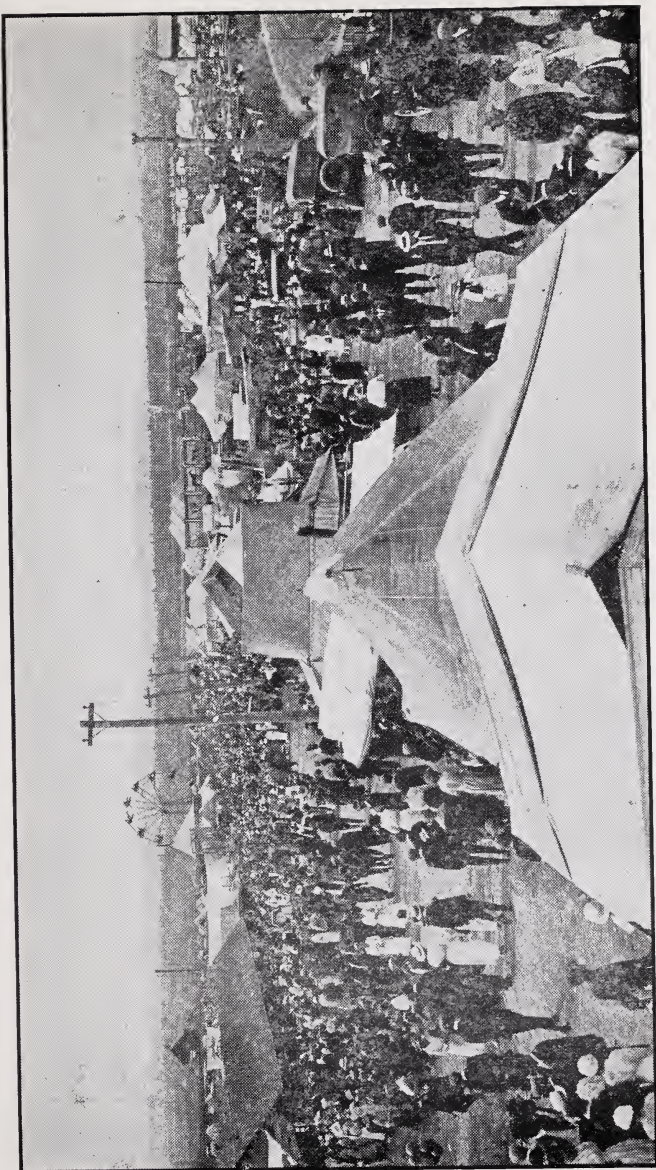
A short time before Capt. Clifford made his settlement on the town Mr. Gorham Rollins came from Belgrade and built a log house and stable for the purpose of putting up teamsters and travellers upon the road, as the transportation of supplies for the garrison at Houlton had already caused considerable business on this road. Large lumber operations also were carried on in this vicinity, bringing in many men and teams and making lively business for these primitive houses of entertainment. Soon after coming to the town Gorham Rollins married a daughter of Mr. Seth Spaulding, and after his death in 1835 his brother, John Rollins, married the widow and continued to live upon the place until his death in 1850. His son, Mr. Greenwood Rollins, now has the farm. Mr. Elijah Norton came from Belgrade with Gorham Rollins, but did not make any settlement in the town, and after remaining a short time, returned to Belgrade.

Mr. Seth Spaulding came from Dover in 1833 and made the first chopping on the farm at Happy Corner. He did not settle on the lot, however, but went to a lot a few miles farther north in the adjoining township of Glenwood, where he made his settlement and was the pioneer of that town.

Mr. Abram Niles came from Vermont about 1840 and took the lot at Happy Corner. He built a house of hewn timber, neatly dovetailed at the corners, and a framed barn. Mr. Niles cleared a farm here and kept a hotel for some fifteen years and then removed to Houlton, where he died about twelve years ago.

Mr. Jeremiah Thompson came from Bancroft in 1847 and married the widow of Mr. Levi Prouty. He lived upon the farm until his death in 1857.

Mr. Jonathan L. Plummer was one of the early settlers of Glenwood and had moved from that town to Levant, where he resided until he settled in Reed Plantation. He continued to



NO, MAINE FAIR GROUNDS AS VISITORS OF TODAY SEE IT

reside upon this farm until his death in 1872. His daughter, Miss Judith Plummer, now owns the farm and resides upon it. Miss Plummer was for four years an army nurse under Miss Dorothy L. Dix, and was with the army of the Potomac in the field and hospital. She was at the battle of Gettysburg and relates many interesting reminiscences of that great battle. At the close of the war she was appointed to a clerkship in the treasury department, in which capacity she served until 1882, when she was obliged to resign her position on account of an affection of the eyes which very much injured her sight. Miss Plummer is a lady of much culture and relates in a most interesting manner her eventful army experiences.

Mr. Benj. Condon came from Penobscot County about 1860 and bought the farm at Happy Corner. He built a two-story house and a large stable and kept a hotel for five years or more, when his brother, Sumner Condon, took the hotel and kept it some five years. The property has since gone through a number of hands and is now owned by Mr. George W. Winship.

From Happy Corner the Baskahegan road runs in a southwesterly direction across the northeast corner of Reed, and, crossing the Mattawamkeag River in Bancroft, continues on until it intersects the Calais road in the southern part of the town of Weston. This road runs through the forest for the entire distance across Reed Plantation. Below Happy Corner we ride through the woods for nearly three miles and come out to the farm of Miss Plummer, situated on the west side of the road and containing 137 acres of good land, with something over 25 acres cleared and a comfortable set of buildings. A short distance below on the opposite side of the road is the farm of Mr. Peryel W. Clifford, a grandson of Capt. John S. Clifford. Near here is the Clifford family cemetery, neatly enclosed and well kept. Next below on the west side of the road is the farm of Mr. Seth S. Clifford, a son of the first settler. These farms are all situated on a handsome swell of dry land and produce well. Mr. Clifford has in former years engaged in the lumber business to some extent, as indeed have nearly all the settlers in this vicinity. A short distance below, on the east side of the road, is the old Capt. Clifford homestead, now owned and occupied by Mr. Jonas S. Clifford, the oldest living son. This is the best farm in the settlement and contains 250 acres, with something over 60 acres cleared, a large house in good repair and large and well kept barns and outbuildings. Adjoining Mr. Seth Clifford on the south is the farm of Mr. Greenwood Rollins, con-

taining eighty acres, with forty acres cleared. From Mr. Rollins's to the town line, a distance of about a mile, the land is unsettled.

The line of the E. & N. A. Railway (now the Maine Central) runs across the southeast corner of Reed Plantation and at Wytopitlock Station quite a little settlement has been built up. Mr. William Staples and Mr. Bruce Springer have stores here and Mr. Horace Rand has built a large new store. The hotel is kept by Mr. Gorham Rollins. There are three blacksmith shops, a schoolhouse and postoffice. Mr. Wm. Staples is the present postmaster.

In 1889 the north part of Drew Plantation in Penobscot County was annexed to Reed Plantation and a bridge is now being built across the Mattawamkeag River a short distance from the station.

The Wytopitlock Stream runs for some distance quite near to the west line of the township, then turns to the southeast and empties into the Mattawamkeag a short distance south of the old county line.

With the exception of the settlers on the military road and on the line of the Maine Central R. R., the town is wholly covered with forest and is owned by non-resident proprietors. When Capt. Clifford first settled upon the town it was owned by Messrs. Pickering and Morrill, but was afterwards sold to Mr. Harvey Reed of Bangor, from whom the plantation took its name.

In 1890 Reed Plantation had a population of 203 and its valuation was \$45,451.

CARY

Directly south of the town of Hodgdon and lying along the New Brunswick line, is the plantation of Cary, formerly known as No. 11, Range One. The mail route from Houlton to Calais runs through Cary and it is settled for nearly the entire distance along this road. The plantation of Cary comprises but a half township, being six miles east and west and three miles from north to south. It is bounded on the north by Hodgdon, east by New Brunswick, south by Amity and west by Letter A Township.

It is generally conceded that the first man who made a chopping upon the town was John Allen, who as early as 1824 commenced a clearing on what is now known as Skidgell Ridge, in the north part of the town, about a mile and a half east of

the Calais road. Allen was an old English soldier and fought under Wellington at Waterloo. He did not make any permanent home upon the lot and a year or two after coming to the town was taken sick and went to live with Mr. David Moore, at whose house he died in 1833. Probably the first man who made a permanent settlement on the town was Mr. George Robinson, who came to No. 11 in 1825 and settled on what was afterwards better known as the Putnam lot, though it is still referred to by old settlers as the Robinson lot. Mr. Robinson cleared a large farm here and lived on it until about 1842, when he sold to Joshua and J. Varnum Putnam of Houlton, and after living in Amity for a short time, moved to Smyrna.

Mr. Robert McFarland came the same year (1825) and settled on the lot now owned by James Oliver on the horseback, west of the Meduxnekeag Stream. Mr. McFarland commenced a clearing on this lot, but soon afterwards sold his improvement to Edward Dority, and never afterwards had any settlement in the town. He remained a few years, living with Mr. Hugh Smith, and then removed to the Bay of Chaleur.

Mr. David Moore came from Hodgdon to No. 11 in 1825. He had lived for two years on the farm now owned by Mr. Chas. Nickerson in Hodgdon, next to the No. 11 line. Mr. Moore first settled on the lot afterwards owned by Mr. James Duffy in the north part of the town, where he lived two years. Mr. Hugh Sharp made a chopping on a lot in the south part of the town, and in 1827 Mr. Moore exchanged lots with him and moved to the farm on which he lived so many years. Mr. Sharp lived but a short time on the Duffy place. Mr. Moore cleared the farm in the south part of the town and built a comfortable set of buildings, and was a well-known citizen for many years. He died at his home in 1871. His son, David Moore, lives upon the old homestead, and James Moore, another son, lives upon the farm opposite.

Mr. Hugh Smith emigrated from Ireland to Fredericton, N. B., and in 1826 moved to No. 11 and settled on the lot where William Smith now lives. Here he cleared up a farm and built a log house and a frame barn. He lived upon the farm until 1845, when he moved to Amity, where he died in 1859. Mr. B. F. Nickerson of Linneus then came into possession of the farm, and in 1850 Mr. William Smith, a son of Hugh Smith, bought the old homestead and has lived upon it ever since.

Mr. John Reed also emigrated from Ireland to New Brunswick, and in 1827 came to No. 11 and settled in the south part

of the town on the lot adjoining Mr. David Moore's. The town was not at that time lotted and the first settlers were merely squatters upon the land. The half township was lotted in 1831 by John Webber and was then opened by the State for settlement. Mr. Reed cleared the farm upon which he first settled, and continued to live on it until his death in 1861. The farm was then divided between his two sons, William and Alexander, who still reside upon it.

Mr. Hipps Dow moved from New Brunswick in 1827, and settled on the lot next west of Mr. Hugh Smith. Here he made a farm upon which he lived for some 20 years, and then moved to Bancroft. Mr. Samuel Seamans now lives on this farm.

Mr. James Dow also came from New Brunswick in 1827 and first settled on the lot where Mr. Truman Williams now lives. He was a blacksmith by trade, and afterwards lived in a number of places in the town and finally returned to New Brunswick.

Mr. James McClinchy came from New Brunswick in 1827 and settled in the east part of the town on what is now the Fanjoy lot, where he made a clearing and lived there until his death many years ago.

Mr. Jonathan Tracy came from New Brunswick in 1828 and settled on the lot next west of Mr. George Robinson. He cleared a farm and lived on it nearly twenty years and then returned to New Brunswick. His farm is now a part of the Putnam farm.

Mr. Edward Dority came from Ireland and settled in No. 11 in 1827, on the lot afterward owned by James Duffy. He made a large clearing and lived on the farm until his death in 1845.

Mr. Daniel Neal, the first settler in the town of Linneus, was also an early settler in No. 11. Mr. Neal settled in Linneus in 1828 and a few years later moved to No. 11 and settled on the lot where Owen Scott now lives. He built a house of hewn pine timber, nicely dovetailed together at the corners, and lived in it some ten years and then moved to Jackson Brook.

The above named are all the early settlers of the town of whom we have any reliable account, and if there were any others they were but transient men who never made any permanent settlement upon the township. No other settlers came to the town for a number of years and the hardy pioneers mentioned above were in the midst of the forest and obliged to depend largely upon their own resources for subsistence. There were no roads for years after these first settlers commenced to make

their farms in the wilderness and their families were subject to all the hardships and privations that fall to the lot of the pioneers of a new country. The first road opened through the town was a somewhat circuitous route, running from Westford hill in Hodgdon some distance to the eastward of the present County road. The road from Houlton to Calais was opened in 1836 and was built through No. 11 by Mr. Jonah Dunn.

In 1842 Mr. Joshua Putnam of Houlton moved to No. 11, and in company with his brother, J. Varnum Putnam, bought the Robinson farm. They afterward bought the Jonathan Tracy farm, adjoining on the west, and here Mr. Joshua Putnam made a large farm upon which he lived for some twenty years and then returned to Houlton. The farm was then divided between his sons, Varney and Otis. Mr. Otis Putnam had the north half of the farm and lived upon it until his death in 1873. He served about two years in the army and returned with broken health. He was a good citizen and was much respected by all who knew him. Mr. Joshua Pollard now owns this farm.

Mr. Varney Putnam was also one of the substantial citizens of the town. He had the south half of the homestead farm and lived upon it until his death some twelve years ago. His widow still lives upon the farm with her son, Mr. B. H. Putnam.

Mr. Truman Williams moved from Hodgdon to No. 11 in 1842 and settled on the lot where he now lives. Mr. Hugh Smith had made a small clearing on the lot, but it was for the most part covered with forest growth. Mr. Williams cleared the farm and has lived upon it ever since. He is now advanced in years and his son, Moses Williams, has the active management of the farm.

Mr. Ebenezer Williams moved from Hodgdon in 1849 and took the lot east of his son Truman's. He cleared this farm and lived on it until his death in 1868. His sons, James and Cyrus Williams, now live on the old homestead.

Mr. James Merrill settled in No. 11 about 1842. He was a cooper by trade, and had a small clearing on the Calais road a short distance south of the Hodgdon line. He lived there until 1872, when he returned to the western part of the State. His son, Putnam Merrill, was a soldier in the old Sixth Maine Battery, and nobly did his duty. His service in the army shattered his health and he did not live long after his return. He was a brave and faithful soldier and an honest man.

Mr. Jacob Russell came from the Bay of Chaleur and in 1845 settled on the lot upon which Daniel Neal made his clear-

ing and lived in the timber house built by Mr. Neal for some ten years. He then moved to the lot on the Calais road on which Mr. Matthew Cassidy now lives. Mr. Russell lived on this farm until 1866, when he sold it to his son, Asa Russell. Jacob Russell died in 1872 and Asa lived on the farm until 1874, when he moved to Danforth.

Mr. James Duffy came from Ireland and settled in No. 11 in 1846, on the Edward Dority farm. When Mr. Duffy took the farm there was a clearing of some twenty-five acres and a small house. Mr. Duffy built a good set of buildings and lived upon the farm until 1888, when he sold to Mr. George Alexander and moved to Houlton. Mr. Duffy was one of the prosperous farmers of No. 11 and was a good citizen of the town.

Most of the settlers mentioned above established their homes near the line of the Calais road and now have comfortable residences along this road.

In coming to the town from Hodgdon the road runs for a short distance through a tract of low land in the north part of the town. This section is still unsettled and is hardly suitable for farming purposes. About a half mile from the north line of the town we come to the store and mill of Messrs. Norton & Bradbury. Mansur Bros. of Houlton built the mill on the Meduxnekeag Stream, a short distance west of the Calais road, in 1884. This mill contained one shingle machine, a rotary for sawing long lumber, and machinery for the manufacture of potato starch. Messrs. Norton & Bradbury of Houlton bought the property in 1890. Ransom Norton, Esq., the senior member of the firm, came from Livermore to Houlton in 1864 and was employed as principal in the Houlton Academy for two years. He was admitted to the bar in 1866 and was clerk of courts for Aroostook County from 1868 to 1880 and from 1883 to 1887, making sixteen years of service in this capacity. Mr. Norton now resides in Cary and gives his personal attention to the business. Mrs. Ransom Norton is the present postmistress of Cary. Mr. Henry C. Bradbury is the youngest son of Mr. True Bradbury, one of the earliest settlers of the town of New Limerick. Mr. Bradbury has been in mercantile business in Houlton for many years and held the office of county treasurer for a number of years.

In the western part of the town is some very good land, but the settlement was not made here until some time after that upon the Calais road. Near the meeting house a road turns to the west and after continuing in that direction for about a mile and

a half, branches and one road runs southward into Amity, while the other continues to the west and northwest into Letter A. and Linneus. A short distance from the Calais road Mr. Hiram Tracy has a very good little farm of forty acres. Mr. Tracy came from Amity eight years ago and bought this farm. He devotes himself to teaching during the winter seasons and is a member of the S. S. Com. of this town.

A short distance beyond is the farm of Mr. Thomas Haney. Mr. Haney lived with Mr. David Moore during his boyhood and in 1859 bought the farm in the east part of the town on which Mr. Alex Hnaey now lives. In 1863 he joined the 16th Maine Regiment and served through the war. At the close of his service he bought the farm on which he now lives. Mr. Haney is a carpenter and millwright and works at his trade much of the time. He is the present commander of Frank Hunter Post and is Lieutenant Colonel of the Regiment of Northern Maine G. A. R.

Further in on this road is what is known as the Wilcox settlement, as a large number of settlers of that name live on good farms in that section of the town. Mr. Benj. Wilcox, the father of the large family who settled here, came from Trescott, in Washington County, in 1848 and settled on a lot in the west part of the town. He cleared up a good farm and lived upon it until his death twelve years ago.

Reuben Wilcox came to Cary in 1849 and took a lot next north of his father's. He cleared up the farm and has lived on it ever since. He has a good set of buildings and is a prosperous farmer and a good citizen.

William Wilcox settled south of his father and cleared a farm which he sold four years ago to Lewis Libby, and moved to the east part of the town.

John Wilcox has a farm of 160 acres, with 50 acres cleared. This is a very good farm, with a good barn and comfortable house. James Wilcox has 160 acres, with 60 acres cleared. Dugald Wilcox bought the William Seamans farm in 1854. The farm contains 75 acres and when Mr. Wilcox bought it there was but a small clearing. He now has 50 acres cleared and a good set of buildings.

Mr. William Seamans came from Lubec in 1844 and first settled on the lot on which Mr. John Wilcox now lives. He stayed there one year and then moved to the lot upon which Mr. Dugald Wilcox now lives, where he remained twelve years and then sold to Mr. Wilcox and returned to Lubec. The next year

he came back to Cary and bought a lot west of Mr. Truman Williams, where he lived until his death in 1863.

Joshua J. Seamans had the farm next west of his father's. He was a soldier in the Sixth Maine Battery and no braver man ever marched forth to fight for the old flag. Sergeant Seamans served through the war and returned with broken health and died in 1868. Mr. Nelson Williams now has this farm.

Mr. George Herrick came from Charleston in 1858 and took the lot next west of William Seamans. In 1864 he sold to Joshua J. Seamans and moved to Easton.

Mr. Moses P. Libby came from Charleston in 1858 and took half the Herrick lot, near the Am. ty line. He lived upon it until his death in 1868 and his widow still resides there with her sons, Daniel and Lewis Libby.

Mr. James Haney came from Houlton in 1860 and settled on the lot where James Grover now lives. He cleared a farm and lived upon it until his death in 1884.

Mr. Lewis Brown of Houlton built a shingle mill on Davis Stream, near the Wilcox road, some twenty years ago. The mill run some eight years and was burned and has not been rebuilt. The dam still remains by the mill site.

Mr. David Edwards has a good farm next to Reuben Wilcox. He has 176 acres, with 70 acres cleared and a good set of buildings.

In the south part of the town a road turns to the east from the Calais road and runs to the boundary line. Mr. Philip Cassidy came from Woodstock in 1847 and settled on this road. He cleared a farm and lived on it until his death in 1860. Mr. Matthew Cassidy and sons now own this farm. Mr. James Cassidy came from Bay Chaleur in 1850 and settled on this road. He made a farm here and built a set of buildings and lived here until his death some fifteen years ago. His son, David, now carries on the farm.

Near Mr. William Smith's a road turns east from the Calais road and after running in that direction for nearly two miles, turns to the north and afterwards to the northwest until it strikes the line between Cary and Hodgdon, where it turns to the west and runs out on the town line until it intersects the Calais road. This road is settled for nearly the entire distance and, though running for much of the way through a hard farming section, yet on portions of the road there are some very good farms. Mr. Alexander Haney has a very good farm on this road, a short distance east of the Calais road. Mr. Haney settled on this farm

in 1868. He has 220 acres of land with 80 acres cleared. The Horseback runs through this farm.

Mr. Owen Scott and Isaac Sutter also have farms near Mr. Haney. Mr. John Wilcox lives on what was formerly the Peter Merch'e farm, where the road turns to the north and runs by the farm of Mr. Charles Clifford and the Pollard farm and then turns to the northwest, in which direction it runs to the north line of the town. On this portion of the road are some very good farms. Among these are the farms of Mr. John Spooner, Mr. David Skidgell, and the Fanjoy farms. This portion of the town is known as the Skidgell Ridge.

Mr. William Skidgell came from Hodgdon in 1863 and settled on this ridge, where he cleared a farm and lived on it until his death some five years ago. His son, David Skidgell, now has the farm, which is one of the best in this portion of the town.

The half township will not rank as a first class town for agricultural purposes, as much of the land is quite stony and difficult to bring under cultivation. The soil in many portions of the town is strong and productive and the sturdy settlers by dint of much hard labor have made for themselves comfortable homes and seem to be prospering.

The plantation was organized as No. 11, Range I in 1859, and in 1883 the name was changed to Cary, in honor of Hon. Shepard Cary, who formerly owned land in the township. There are five schools in the town, most of which are supplied with good, comfortable houses. The churches are well supported and the social and moral tone of the town is good. The population of Cary in 1890 was 390 and the valuation \$37,578.

LETTER B.

There are in Aroostook County a number of townships upon which partial settlements have been made, but which are as yet but little developed and being somewhat off the main traveled thoroughfares are not much known away from their immediate vicinity. Many of these townships contain large areas of excellent land for agricultural purposes and are capable of supporting a large population and afford possibilities for as fine farms as can be found in any of the more thickly settled portions of the county. The fact that these townships have passed from the possession of the State and are now owned by proprietors who purchased them chiefly for the timber, works against their development as agricultural towns. The right of these proprietors

to the ownership and control of these lands cannot of course be questioned. The State consented to sell and these gentlemen paid their money for the lands and have an undoubted legal right to hold them for lumbering purposes, or to dispose of them as they see fit, and in these rights they should certainly be protected. Still the fact remains that ownership of these townships by non-resident proprietors who derive a generous income from the sale of stumpage renders their settlement practically impossible and thus hinders in a large measure the development of the County and its increase in population and production.

Among the townships capable of making good agricultural towns is Letter B, Range 2. (This township lies directly east of Littleton, north of Ludlow and corners upon the town of Houlton. Leaving the stage road from Houlton to Presque Isle about a mile north of Houlton village, a road turns to the left and runs diagonally across the northwest quarter of the town of Houlton. This road not being a part of any stage route is not generally travelled except by the residents of that portion of the town and the settlers upon "Letter B," through which settlement the road continues. It is, however, an excellent turnpike road and runs through one of the most fertile agricultural portions of the town of Houlton. All along the road are handsome and productive farms with neat, well painted buildings and surroundings indicating thrift and prosperity. The natural scenery is very beautiful and this road affords a very fine pleasure drive upon a pleasant summer day.

Crossing a branch of the Meduxnekeag something over a mile after leaving the Presque Isle road, we continue on in a northwesterly direction through what is known as the Niles settlement, where there are some fine farms and very handsome residences. The road here runs very near the stream and a branch road crosses the stream and continues due north through Houlton to the Littleton ridge.

Passing the Niles settlement we ride by other handsome farms and leaving the town of Houlton through its extreme northwest corner, come to the township of "Letter B." The road enters this township at its southeast corner and running diagonally across two lots, then runs due west on the lot lines for something over two miles, when, like Emerson's highway, it ends in a squirrel track and goes up a tree.

Only a small tract in the southeastern portion of the township is settled, but this settlement contains some very good farms. The township is owned by Madigan & Donworth, and

much lumber has been cut upon it in years past.

As we enter the settlement of Letter B, we first come to the farm and residence of Mrs. Pilsbury, on the left of the road. This is a very good farm with a handsome residence. Mrs. Pilsbury is a daughter of Col. Joshua C. Carpenter and formerly resided in Texas, her husband, now deceased, having been a member of Congress from that State. Miss Harriet Carpenter, a sister of Mrs. Pilsbury, resides with her. Col. Joshua C. Carpenter moved to Letter B. in 1862 and bought this lot for Mrs. Pilsbury and made his home here until his death in 1866. He was killed by a falling tree. A party of men were engaged in cutting a "drive," as it is called by choppers. The trees on quite an extent of ground are cut nearly off and then a large tree on the outer edge of the "drive" is chopped off and sent crashing upon the others, causing the whole piece to fall like bricks in a row. A large drive had been cut and two men were falling a large birch which was to carry with it in its fall all the partially chopped trees. Col. Carpenter stood at what was thought a safe distance, holding his watch to time the choppers. When the tree fell, a huge limb was hurled upon the Colonel, killing him instantly. Col. Carpenter was a man well known in many portions of Maine, having been formerly a prominent man in the Democratic party. He formerly resided in Penobscot County and was at one time Sheriff of the County. He was a man of much force and vigor, always with the roughest side out, but possessed of a kind heart. In politics he was a sturdy fighter, always wanting "a free field and a fair fight." His son, Major Stephen Decatur Carpenter, of the regular army, was a gentleman of culture and a splendid soldier. He fell while gallantly fighting at the battle of Murfreesboro and was much lamented by his comrades and many friends.

A short distance beyond Mrs. Pilsbury's the road turns squarely to the west near the residence of Mr. Luther Snell. Mr. Snell moved to Letter B in 1866 and settled upon this lot, upon which a very small clearing had been made. He now has fifty acres of good land which produces fine crops and has a good, comfortable set of farm buildings. Mr. Snell is a son of Mr. Luther Snell, who was for so many years the genial and kindly landlord of the old Snell House in Houlton. Mr. Snell, Sr., died in Houlton three years ago. He gave up active business some years before his death and spent the last years of his life quietly among the many friends with whom he had so long been associated.

On the opposite side of the road from Mr. Snell is the pleasant residence of Mr. Davidson, a printer by trade, who formerly worked in the office of the Aroostook Pioneer. He has now retired to the quiet shades of this farm in Letter B. and his neighbors have shown their appreciation of his worth by making him school supervisor. The schoolhouse is situated near his residence and a good school is here maintained.

Next west of Mr. Snell's on the south of the road is the farm of Mr. George W. Carpenter, a grandson of the Colonel. His father, Mr. B. F. Carpenter, was the first man to make a clearing in the wilderness of Letter B. He came in 1858 and bought two lots and commenced clearing land. He built a log house and moved to his home in the forest in 1860. Here he continued to reside and to extend his clearing until his death, which occurred in January, 1879. His son now has the east half of the homestead farm. Mr. Carpenter has about thirty acres of cleared land and raises good crops. The soil is rich and strong, not very stony and produces well. The residence is the comfortable frame house built by his father after the era of the log buildings was passed. His brother, Mr. William N. Carpenter, has the west half of the homestead farm. He has thirty six acres cleared and under cultivation, and has a comfortable home.

Opposite the homestead farm on the north side of the road is the farm of Mr. Thomas J. Carpenter, another son of Mr. B. F. Carpenter. He has 100 acres of good land, with fifty acres cleared and a good set of farm buildings.

Next beyond Mr. Carpenter on the north of the road is Mr. Charles Stevens, who came to the town some fourteen years ago and made a small clearing and built a comfortable house. Mr. Stevens is a house carpenter and does not do much farming. Mr. Frank A. Hammond lives next west on a good farm with good buildings. He is a man who has faith in farming and will no doubt make a success of it.

Opposite Mr. Hammond's, on the south of the road, is the farm of Mr. Michael Rugan, who commenced here something more than twenty years ago and now has a good farm with forty acres of cleared land. His next neighbor on the west is Mr. George N. Crawford, who bought a wild lot here in 1863 and has made a good farm.. He is an industrious man and has made a comfortable home. Opposite Mr. Crawford's is the Jameson farm, which is a very good farm, and passing this we come to the last farm upon the road. Mr. Andrew Gardner came from New Brunswick twelve years ago and bought this lot, upon which

Mr. William Batchelor had made a small clearing. Mr. Gardner now has one of the best farms in the town and has a new and handsome house. The road terminates at Mr. Gardner's and his fields are bordered on the west by the forest. There are a few farms in the extreme southwestern portion of the township adjoining the Ludlow line.

The Township of Letter B. is abundantly watered by streams and brooks. A branch of Meduxnekeag runs in an easterly course entirely across the southern portion of the township and many brooks flow from the northern portions of the town into this stream. Mr. James G. McConnell has a mill on the Meduxnekeag, half a mile from the Littleton line. This mill was built many years ago by Josiah Gellerson and contains a rotary, lath machine, shingle machine and clapboard machine. The mill is run by water and formerly manufactured lumber for shipment, but has not been run to any extent for the past few years. Mr. Nelson Mitchell some years ago built a mill a mile above on the same stream. His son, Edward Mitchell, now runs the mill.

Letter B. is a good settling town. It contains much good timber land interspersed with fine hard wood ridges. The township was at one time organized as Hammond Plantation, but is now unorganized.

MERRILL

Township No. 6, Range 4 was in 1876 organized as Merrill Plantation, taking its name from Capt. William Merrill of Portland, who bought the southeast quarter of the township about the year 1840. This township lies directly west of the town of Smyrna, north of Dyer Brook Plantation, and has Moro Plantation on its western boundary. The State road, so called, now runs on the line between Merrill and Dyer Brook the entire length of these towns.

Captain Merrill made his first clearing on the hill west of the East Branch of the Mattawamkeag, a short distance from the Smyrna line. His son, Edward T. Merrill, moved to the town in 1844 and settled on this lot. The Merrills made a large farm here and built a good set of buildings. William G. Merrill another son of Capt. Merrill, had the next lot to the west. The Merrills lived in the town some ten years, when Capt. Merrill sold his interest to S. H. Blake, Esq., of Bangor, and his sons returned to Portland. Mr. William Anderson now lives upon the

farm formerly occupied by Edward T. Merrill. The stage road from Houlton to Patten crosses the corner of the town and Mr. Anderson's buildings are on this road, the State road also running along the south line of this farm. Mr. Arthur Rosie occupied the farm after Mr. Merrill left it and Mr. Anderson came to Merrill twenty-three years ago and bought the farm of Mr. Rosie. This is a very handsome farm, situated upon elevated land and has some very fine fields. It is under good cultivation and has a good set of farm buildings. The large barn was built by Capt. Merrill and the hinges upon the barn doors were made from iron taken from the British brig Boxer, which was captured off Portland by the gallant Lieutenant Burrows of the U. S. Brig Enterprise, on the 5th of September, 1813. The old settlers of the town report that Capt. Merrill bought the remains of the old British hulk and that he brought to the township many articles, mostly iron implements, obtained from that source. Relic hunters can yet find in the town an old crowbar or two and some broken sabers and other articles taken from the Boxer.

Turning to the right near Mr. Anderson's and riding toward the west on the State road, we first come to the farm of Mr. Ira K. Tarbell, which was the farm originally occupied by Mr. Wm. G. Merrill. This is a good farm, well located and consists of 110 acres of level land, with about 70 acres cleared. Next west is the farm of Mr. G. W. Tarbell, who came from Solon when a small boy, some forty-eight years ago. The next farm is occupied by Milo E. Leavitt, a son of Moses Leavitt, whose residence is just across the road in Dyer Brook Plantation. Beyond Mr. Leavitt's the road enters a strip of woods and the land falls off toward Dyer Brook Stream, which the road crosses on a substantial bridge.

After passing through the woods we come out to the farm of Mr. Mellin Grant, and next beyond him, Mr. John Grant, both of whom have good farms. The next settler is Mr. Herbert Brown, who has a good farm on a handsome hardwood ridge. The next farm is occupied by the widow of Mr. Chas. Stephens, who came here from Ludlow eleven years ago and bought this lot, upon which there was a small clearing. He cleared up a large farm and built a handsome two-story house and a large barn. The farm is situated on a beautiful ridge of land and the view extends over vast areas of forest to the west and north, with little clearings dotted in at intervals and winding streams glancing here and there in the sunlight, while the ranges of mountains extending northward from old Katahdin form a grand

and beautiful background to the picture. From the Stephens farm the land falls off to the west toward Moro, and there are no more settlers on the State road in Merrill.

The old Smyrna and Rockabema road starts from the East Branch near Smyrna Mills and runs diagonally across Merrill Plantation in a northwesterly direction, leaving the town at the northwest corner and, after running about a mile and a half due west on the north line of Moro Plantation, intersects the stage road from Patten to Fort Kent. This road runs for a greater portion of the distance through an unsettled country, though there are some farms at intervals along the road. There are also some very good farms in the southwest quarter of the town on roads running from the State road to the old Rockabema road. A large part of this township is still in its wilderness state, but much of it would cut up into good farms and this land will one day be wanted for settlement. Hastings Brook, a tributary of the West Branch of the Mattawamkeag, runs through a portion of the northwest quarter of the town and Dudley Brook, an affluent of the East Branch, crosses the northeast corner.

Merrill Plantation had in 1890, a population of 244, and a valuation of \$64,396.

OAKFIELD

Oakfield is the Switzerland of Aroostook. It is the most mountainous and broken of all the towns in the county now opened for settlement. It reminds one of the hill towns of West Oxford and for ruggedness of surface may be compared with the old town of Albany with this difference, that the mountains of Oakfield are yet covered with a heavy growth of birch and maple. The southern and southeastern portions of the town are extremely stony, immense granite boulders lying thick upon the surface and greatly interfering with agricultural operations. In the northern and northwestern portions of the town the granite disappears and the surface is somewhat less broken and better adapted to farming.

Oakfield was formerly known as Township No. 5, Range 3, and is bounded on the north by the town of Smyrna, on the east by Linneus and New Limerick, on the south by the unsettled Township No. 4, Range 3 and on the west by Dyer Brook Plantation.

The east branch of the Mattawamkeag flows in a due south course entirely across the extreme western portion of the town,

leaving but a narrow strip of land between the river and the west line of the town. In the northern part of the town are Spaulding Lake and Long Lake, whose waters are discharged westward into the East Branch, while still farther north and touching the Smyrna line is Timony Lake, a pretty little sheet of water whose outlet is at its northern point, from which a brook flows northward into Cochrane Lake and thence into the Meduxnekeag. In the northwestern portion of the town is Meduxnekeag Lake, better known as Drew's Lake, portions of which are in the towns of Linneus and New Limerick. The highest part of the town is near the centre and on this high land many brooks find their source, some flowing into the East Branch and its lakes, and thus finding their way into the Penobscot, while others run into the Meduxnekeag and its feeders and finally mingle their waters with those of the beautiful St. John. On this height are springs whose waters trickle out in both directions and thus the same springs help to feed both the Penobscot and the St. John, and the crystal rills parting from the same little pool on this wood crowned eminence mingle with the ocean many miles apart. In the southeastern portion of the town are Skitacook Lake and Mud Lake. The outlet of these lakes is the Skitacook Stream, which flows southward through Township No. 4, Range 3 and empties into the east branch of the Mattawamkeag.

In the division of the wild lands of Maine at the time of its admission as a separate State, Township No. 5, Range 3, now Oakfield, remained in the possession of the State of Massachusetts as the towns were divided alternately between Maine and the mother State. About 1830 two large lots, containing nearly two hundred acres each were run out by the Massachusetts land agent in the northern part of No. 5, adjoining the Smyrna line. These lots are numbered twelve and thirteen upon the present plan of the town.

In 1831, Mr. Daniel Spaulding came from Kennebec County and took the lot now numbered twelve and at the same time Mr. Alexander Caldwell, who had recently emigrated to this country from Ireland took the adjoining lot. These two men were the pioneers of the town of Oakfield. The tract of land comprising these two lots was comparatively level, free from stones and fine productive soil. Mr. Spaulding cleared a farm upon which he lived until 1859, when he moved to Minnesota, where he died. He was for many years a prominent man in this section and was a man of much business ability. He was largely engaged in lumbering and also had teams upon the road to transport goods

from Bangor to Aroostook. At that time all the goods and supplies for this portion of Aroostook County were purchased in Bangor and hauled by teams over the old Military road. Aroostook had in those years a close business connection with Bangor and a large trade was established which was continued for many years.

After Mr. Spaulding left the farm it passed through a number of hands and is now the property of Mr. Avon D. Weeks.

On the lot adjoining Mr. Spaulding's is a portion of the little lake now known as Timony Lake. In 1831 Mr. Alex Caldwell commenced his clearing on the north side of the lake near the Smyrna line. Here he cleared up a considerable tract and built a set of buildings, which were afterwards burned. Mr. Caldwell died in 1865 and his daughter, Mrs. James Timony, came into possession of the property. Mr. Timony enlarged and improved the farm and rebuilt the buildings. He died in 1885. His widow still resides with her son, Mr. John Timony, who carries on the farm.

The next settler upon the town was Mr. David W. Clifford, who about the year 1848 made a clearing in the southwest part of the town on the lot now occupied by Mr. John Byron. These three were the only clearings made upon the town until it was opened for settlement in 1858.

In common with all the unsettled lands of the State this town became the property of the State of Maine and in 1858 was surveyed and lotted for settlement by Parker P. Burleigh and J. E. S. Cony. The State then offered the lots to actual settlers for 50 cents per acre, to be paid in road labor. Thus the settlers could pay for their lots by making roads for their own accommodation.

Immigration to the new town at once commenced and settlers came and took lots in different portions of the town. On all the hillsides the sound of the pioneer's axe was heard as the lofty forest trees were felled and openings made in the wilderness for future homes.

The first deed from the State of Maine was given to Mr. Samuel Gerrish, who came from Linneus in 1858 and took a lot some distance south of the center of the town. Mr. Gerrish cleared up a farm and built a good set of buildings and lived upon the farm until some four years ago, when he went to spend the last years of his life with his son, Mr. John Gerrish, who has a fine farm in the plantation of Dyer Brook. The old gentleman is now 90 years old, but is quite active for a man of that ex-

treme age. His children and grandchildren are still living in this and adjoining towns.

Mr. John Bell, one of the earliest of the pioneers of Oakfield after the survey, came from Stoneham in Oxford County, to Aroostook to seek a new home. Hearing of the State land in Number 5, he went there, and as the hills looked natural to him, and reminded him of his home in Oxford, he concluded to settle in the new town. He first took a lot in the southwest portion of the town a short distance east of the East Branch. The lot extended from Downing Brook on the south to Moose Brook on the north, and was a very good lot, being beyond the granite belt. Mr. Cushman Walker of Hodgdon, had made a twelve acre chopping on the lot and Mr. Bell purchased Mr. Walker's possession. He lived in Linneus while he was making his first clearing and building his log house, and in 1861 moved his family to their forest home. Mr. Bell cleared upwards of twenty acres on this lot and built a good barn. He lived upon this farm six years and then sold it to Mr. John H. Bartlett, who now lives upon it. Mr. Bell then took the lot next west of his former home, and here he made a large clearing. He afterwards sold a part of this farm to his son, Mr. John F. Bell, reserving for himself fifty acres, with something over ten acres cleared. The land is not much broken, lying lower than the adjoining farm, is not very stony and produces well. Mr. Bell has a neat house and good barn and a thrifty orchard of something over 100 bearing trees. He is now 74 years old and somewhat feeble and has given up the management of the farm to his son-in-law, Mr. Charles Bell, who lives with him. The old gentleman is justly proud of the fact that he sent three boys to the army, aged 14, 16 and 18 years respectively at the time of their enlistment, but all large of their age and good stalwart young men. All three went into the 3rd Maine Cavalry and served until the close of the war and all three came home uninjured.

In 1859 Mr. John Lougee came from Linneus and took a lot a short distance southwest from the centre of the town. There was then no road to the lot and after making a small clearing, Mr. Lougee moved his family to the new home in 1861. The farm is on the side of a high hill sloping toward the south and on all sides except the west is surrounded by lofty wooded hills. A short distance to the northeast of Mr. Lougee's is the highest land in the town and the "divide" between the waters of the Penobscot and those flowing into the St. John. Looking westward from the buildings the view extends through a valley or

pass, to the farms in Dyer Brook Plantation and also away to the white cottages and cultivated fields of Crystal. From the higher ground the village of Patten can be plainly seen. Mt. Chase is in plain view directly to the west, while a little farther to the south old Katahdin rears his cloud-capped summit above all surrounding eminences. A road now winds through this valley and near the road Mr. Lougee has built a fine large house. He has two large barns and other convenient outbuildings near the house and another large barn in a field some distance away. Mr. Lougee has had much experience in the lumber woods and is well acquainted with all portions of western Aroostook. He is the present treasurer of the town. His son, Mr. Charles S. Lougee, lives with him and is a partner in the business. On the hills in the rear of Mr. Lougee's buildings is a deposit of iron, and surveyors are here obliged to discard the use of the compass on account of the deflection of the needle, caused by the iron deposit.

In 1859 Mr. Joseph T. Robbins, who holds the second deed given in the town by the State of Maine, came from Exeter and took a lot a short distance southeast of the center of the town. This farm is now on what is called the North road, one mile and a half from Morton's Corner. Mr. Robbins commenced clearing land and built a timber house upon his lot but did not move his family to the new town until August, 1862. At that time the road from Linneus Corner was made only as far as the Byron place in the west part of Linneus and from there Mr. Robbins moved his family, consisting of his wife and two children, through the woods to their new home on a sled drawn by oxen. Mr. Robbins has a farm of 185 acres with something over fifty acres cleared. A large portion of the farm is quite free from stones and produces well. He has a good set of buildings and is comfortably situated. Mr. Robbins has been a member of the board of assessors and has always been a prominent man in the town.

Mr. J. A. Tyler came from Augusta in 1861 and took the lot next west of Mr. Robbins. He cleared some forty acres of land and built a house and barn. Mr. Tyler lived upon this farm until four years ago, when he moved to California.

Mr. Lewis P. Young came from Linneus in 1861 and took the lot next west of Mr. John Lougee's. He made a small clearing on the lot and built a house and barn and then went into the army in the 16th Maine Regiment and died in the service. Mrs. Woodworth now lives on this farm.

Benjamin Burleigh, a brother of Col. Moses Burleigh of Linneus, moved from Houlton in 1860 and took a lot in the south part of the town running back to Skitacook Lake. Mr. Burleigh commenced a farm here, but lived only about five years after he came to the town.

One of the earliest settlers of the town was Mr. William C. Thompson, who came from the town of Knox, in Waldo County, in 1859 and took a lot in the west part of the town south of the centre line. This lot runs back to the East Branch. Mr. Thompson made a small clearing in 1859 and built a frame house and in April, 1860, moved his family to the town and has lived upon this farm ever since. He has 150 acres of land with 60 acres cleared. The land slopes gradually westward to the East Branch and along the river is a fine intervalle.

Mr. Daniel Allen came from Montville with Mr. Thompson and took the lot adjoining his on the north. He cleared up a farm and built a set of buildings, and died here some twenty years ago. His son, S. J. Allen, now lives on the farm.

Mr. John Brown came to the town in 1860 and took a lot in the south part of the town (No. 134). He cleared about twenty acres and lived upon it four years and then removed to Merrill Plantation.

Enoch Bamford came to Oakfield in 1862 and first took a lot in the west part of the town, where he made a small clearing and then sold to Mr. David Byron. He then took the lot next north of Mr. Joseph T. Robbins, where he remained two years. This lot is now occupied by Mr. William T. Higgins. Mr. Bamford was for a number of years afterward engaged in trade at Linneus Corner and something over a year ago returned to Oakfield and took the L. C. Sprague farm on the south road a short distance east of Morton's Corner. Here Mr. Bamford has a store with a stock of general merchandise and is the postmaster of Oakfield.

Mr. Chas. T. Bussell came from Farmington in 1862 and took a lot near the centre of the town. He moved his family to the town the next year. Mr. Bussell cleared up a good farm and built a good set of buildings. He was for years a prominent man in the town and was well known in this portion of the county. He removed to Minnesota some six years ago. This farm is now owned by Mr. Elijah N. Nelson, who came from New Brunswick and purchased it some five years ago. He has about sixty acres of cleared land, a good house and a barn 40x60 ft.

The farm was neglected after Mr. Bussell left, but as Mr. Nel-

son is a sturdy, energetic man, he will no doubt make a good farm of it.

Edward Adams came from Linneus in 1862 and made a clearing on the lot opposite the John Brown lot in the south part of the town. He lived on this lot a number of years and then moved to Colorado. Mr. James Fleming came the same year and took the lot adjoining Mr. Adams on the west. Here he made a large clearing, built a good house and barn and after living upon the farm a number of years removed to Colorado. Edward Sullivan came the same year and took the lot adjoining Mr. Adams on the east. He made a small clearing, built a house and barn and after a few years moved to Letter B. Plantation. This lot is now owned by Mr. F. W. Stimpson of Houlton.

Isaac Chambers came from Baring in Washington County, in 1861, and took a lot in the southwest part of the town near Mr. John Bell's. He cleared up a farm and built comfortable buildings and still lives upon the farm.

Mr. William Gerrish, a son of Samuel Gerrish, came to Oakfield with his father and went to work with him to clear up a farm and make a home. They had just made a fair commencement when the war broke out and William went into the army in the 20th Maine Regiment. At the battle of Cold Harbor he lost a leg, and returning to Oakfield, bought a farm in the south part of the town. He farmed and traded until the summer of 1888. In June of this year Mr. Gerrish started to attend the Republican State Convention at Portland as a delegate from his town. He became exhausted from the heat while riding in the horse cars from the train to the hotel, and fell in a fainting fit. He was removed to the Falmouth Hotel, where he died that night. An appeal was made in his behalf to the convention and the generous sum of five hundred dollars was contributed by the delegates. This removed the mortgage from his little home and placed his widow and family in comfortable circumstances. The widow still resides upon the farm.

Theodore Gerrish, another son of Samuel Gerrish, also went into the army and at the close of the war returned to Oakfield and took the lot next north of the homestead. Here he made a clearing and built a house and lived upon the lot some five or six years, when he commenced to study for the ministry. He afterwards became a clergyman in the Methodist Church and is well known as a writer of war reminiscences. Of late years he has been somewhat largely engaged in Western land speculation, having made large investments for himself and others at Sioux

Falls and other places.

Mr. Albert G. Bussell came with his brother, Chas. T. Bussell, and took the next lot to his, where he cleared up a small farm and built a house and afterwards removed with his brother to the west. This farm is now occupied by Mr. Leontine Martin.

Mr. Albion Batchelder came from New Portland in 1861 and took the lot next west of Mr. Chas. T. Bussell's. Mr. Batchelder is still living upon this farm and has forty acres cleared and has good comfortable buildings.

Wesley Daggett came from Weston in 1863 and first settled on a lot in the southeast part of the town, north of the road. He afterwards moved to a lot on the south of the road, where he made a clearing and lived until his death five years ago. His son, Luther A. Daggett, then took the farm and now lives upon it. He has twenty-five acres of cleared land.

Mr. George Foster came from Waterville in 1863 and took a lot in the west part of the town and made a clearing and built a log house and barn. He lived here some eighteen years and then moved to Skowhegan. This farm is now unoccupied.

About the same time Mr. Bachelor Henry came from Waldo County and took a lot in the northwest part of the town running back to Long Lake. Here he made a farm and built a good set of buildings and lived upon the farm until his death something over two years ago. His brother, John J. Hussey, came at the same time and took the lot adjoining on the west. He cleared up a farm and built a house and barn and afterwards moved to Sherman.

Albert A. Burleigh moved to Oakfield in 1865 on his return from his term of service in the army. Mr. Burleigh served in the 1st District of Columbia Cavalry and also in 1st Maine Cavalry. At the battle of Staunton River Bridge he received a bullet wound through the left thigh and also had his left shoulder shattered by a fragment of a shell. A few days later he was taken prisoner while being conveyed to the hospital in an ambulance. He was taken to Petersburg and afterwards to Richmond and was in prison fifty-five days in the summer of 1864. He was then exchanged and was discharged from the service in April, 1865. He returned to the home of his father, Hon. Parker P. Burleigh, of Linneus, and in December, 1865, moved to a State lot in Oakfield. His lot was in the southwest part of the town, on the east side of the East Branch. He made a clearing of thirty acres on this lot and built a good house, and

afterwards purchased half of the lot adjoining. In 1870 Mr. Burleigh was chosen a member of the board of county commissioners and has since served upon the board fourteen years, having had eleven years of continuous service. In April, 1873, he moved to Linneus and in the following December removed to Houlton, where he has since resided. Mr. Burleigh learned the profession of land surveyor from his father, having worked with him from boyhood, and he has since practiced that profession in many parts of Aroostook and probably no man in the county is more thoroughly acquainted with the topography of Aroostook than he. In 1881, Mr. Burleigh was appointed collector of customs for the district of Aroostook, which office he held for four years. He was succeeded during the Cleveland administration by Hon. John P. Donworth and in 1889 was re-appointed by President Harrison and is the present incumbent. Mr. Burleigh was actively engaged in working up the present enterprise for the construction of a direct railroad to Aroostook County, and in the formation of the Bangor & Aroostook R. R. Company, and is the president of that company. He is now actively engaged in pushing that important enterprise and the people of the county have all confidence in his integrity and business ability.

In 1865, Mr. James W. Anderson moved to Oakfield and settled on a lot in the northern part of the town, east of Spaulding Lake. Mr. Anderson was a soldier in the old 24th Maine Regiment and afterwards served in the 20th Maine.

The township remained unorganized until 1866. The warrant for the organization as a plantation was issued to Jacob Martin, Jr., on March 7, 1866, by County Commissioners D. A. Sewall, N. S. Lufkins and T. C. S. Berry. The first meeting was held April 17, 1866, at the house of Charles T. Russell. James Timony was chosen moderator; William Gerrish, clerk; Joseph F. Robbins, James Timony and John Bell, assessors, and Thomas Shields, treasurer. At the request of Mr. James Timony, then the oldest living resident of the town, it was voted that the plantation be called Oakfield. On June 7th a second meeting was held, at which the school districts were arranged and some action taken in regard to roads. In September 1866, Oakfield cast 57 votes.

Mr. Benj. F. Higgins moved from Lisbon to Oakfield in October, 1867, and settled on a lot a short distance northeast of the center of the town. When Mr. Burleigh lotted the town he selected this lot for himself or his boys, but afterwards ex-

changed and took the lot on the East Branch, where Albert A. Burleigh afterwards lived. Mr. Thos. C. Segar then took the lot and felled five acres of trees upon it, and in 1861 went into the army and died in the service. Mr. Higgins served through the war and in 1867 came to Oakfield and married the widow of Mr. Segar and settled upon the new lot. Mr. Higgins was deputy land agent for some time and has been a prominent man in his town. He, with others, built a mill a number of years ago on the stream which flows across his lot, but not proving profitable, it has been abandoned. Mr. Higgins is now advanced in years and has given up the management of the farm to his son, Phil Sheridan Higgins, who lives with him. Another son, U. S. Grant Higgins, is settled upon a farm nearby.

Mr. J. D. B. Clark came from Smyrna in 1866 and took a lot in the northwest part of the town, running back to Long Lake. He has 133 acres of good land, quite free from stones, with 50 acres cleared. He has a handsome two-story house and good barn and outbuildings. Mr. Clark is a blacksmith by trade and works at Smyrna Mills a part of the time.

Mr. Avon D. Weeks came to Oakfield in 1872 and bought the old Spaulding place in the north part of the town, next to the Smyrna line. Mr. Weeks is the son of Abner Weeks, formerly one of the business men of Houlton. Mr. Weeks has a mill on the thoroughfare between Spaulding Lake and Long Lake. Mr. Joseph Crandall built the original mill some twenty years ago. It then had but an up and down saw. Mr. Weeks rebuilt and enlarged the mill in 1885 and it now contains a rotary, shingle machine, lath machine and planer. The mill is run by water. Mr. Charles L. Weeks, the youngest son of Abner Weeks, has a farm adjoining his brother's and has built a very handsome residence. Last winter the Weeks Bros. built a shingle mill on Township No. 7, Range 3, which lies directly north of Smyrna. Mr. Charles L. Weeks is in charge of the business at this mill.

Mr. W. H. Gerrish has recently built a steam grist mill near the road which crosses the thoroughfare between the lakes. He has two run of stones and grinds feed and also bolts buckwheat flour. He also has a store near the mill and is doing a good business. Mr. Robert McElman has a blacksmith shop near the mill.

Mr. Harry Fisher has a handsome residence on his farm on the south side of Spaulding Lake. He is largely engaged in lumbering.

Some two miles from the east line of the town a road turns

to the north at what is called Morton's Corner and runs northward across the town. Mr. George F. Morton came from Silver Ridge eight years ago and bought the Henry C. Taylor farm at what was then called Taylor Corner. Mr. Morton has a very good farm here and also keeps public house. Mr. Albert Smart has a farm a short distance west of Mr. Morton's and also has a store. Mr. Eli W. Tibbetts, Mr. Charles Libby and Mr. John R. Gerrish also have farms on this road. Mr. George Burpee has a farm two miles north of Morton's Corner, and beyond him are Wm. T. Higgins and his son, Andrew J. Higgins. Mr. Franklin S. Higgins has a small farm and a neat residence a short distance farther north. Mr. Higgins is a carpenter by trade and has been clerk of the plantation since 1873.

Mr. John M. Brown and Mr. Geo. W. Brown have farms still further north. Mr. Willard Brannan and Mr. Allen Walton have good farms in the western part of the town.

Oakfield is well supplied with roads and has good schools. The population in 1880 was 720.

Though possessed of a rough and rugged surface in many portions of the town, yet there is much good farming land in the town, and the time may yet come when all the hills, now covered with a lofty forest growth, will be converted into fertile farms, and occupied by a prosperous farming community.

WESTFIELD

Southward from Presque Isle the road leads through a beautiful farming country, and evidences of thrift may be seen on every hand, while the natural scenery is most pleasing. A short distance from the village we come to the handsome buildings of St. John's School, where some ninety of the boys and girls of Presque Isle, besides others from without the town, receive efficient instruction. The buildings are placed upon a healthy eminence and are of much architectural beauty without, while within they are roomy, convenient and comfortable. A handsome dome surmounts the principal building, from which the Stars and Stripes of the Union float proudly in the breeze. Next beyond is the large farm of Rev. G. M. Park, with its numerous and commodious farm buildings and its broad and fertile fields stretching away to the distant woods. A short distance below is the beautiful cemetery, with its well kept grounds and newly finished receiving tomb. We pass many fine farms with fields of rich green grass and grain, and with many acres of potatoes,

somewhat backward this season, but giving promise of a bountiful harvest. A few miles below the village we come to Akeley Brook, upon which is situated one of the finest starch factories in Aroostook County, with two large dry houses and a convenient boarding house, the buildings all neatly finished and painted. This factory is the property of Hon. T. H. Phair, and many bushels of potatoes are here ground up and made into starch each year. Crossing the brook and ascending the hill beyond, we see on the right the lofty and irregular height of Quaggy Joe and its thickly wooded sides, while at its foot nestles the pretty little suburban village of Spragueville. Most of this village is hidden from view as we ride along the stage road, but the handsome new Methodist Church, but recently dedicated, is in plain sight upon the higher ground and shows to good advantage with the dark sides of the mountain for a background.

Something over three miles from Presque Isle village, at the mouth of the road leading to Spragueville, we come to the large and handsome Grange Hall which the enterprising Patrons of South Presque Isle and Westfield erected a number of years ago. The building has two stories, the lower one being used for the Grange meetings and a large and convenient dining hall is finished off above.

For six miles southward from the village the road leads through the town of Presque Isle and when nearing the south line of the town we come to Clark Brook, where is situated the starch factory belonging to Hon. G. W. Collins of Bridgewater. Crossing Clark Brook we are soon out of Presque Isle and come into the thriving town, or rather plantation, of Westfield, as this township has not yet been incorporated.

Westfield is composed of two half townships which years ago were granted by the State of Massachusetts in aid of the establishment of institutions of learning in that State. The north half of the town was by the liberality of the mother State granted to Deerfield Academy and the south half to Westfield Academy. This township lies in the second range and is bounded on the north by Presque Isle, on the east by Mars Hill, on the south by the unsettled half township of "E" Range 2, and on the west by the south part of Chapman and by township No. 10, Range 3. The stage road from Presque Isle to Houlton enters the town about midway of the north line and running in a southeasterly direction across the northeast quarter, leaves the town a mile below the middle point of its east line.

The half townships were long ago sold by the trustees of

the institutions to whom they were granted to proprietors and after passing through several hands, passed into the possession of the present owners, the unsettled land in the north half or what was formerly Deerfield Academy grant, being now owned by Hon. Parker P. Burleigh the father of our honored Governor, and the south half which is nearly all unsettled, being the property of Messrs. Powers, Madigan and Wellington. The settled portion of the town is nearly all in the northeast quarter, where are some very fine farms, although the entire township is composed of grand farming land. The timber, which is abundant upon this town was what made it particularly valuable in the olden time, and years before any of these fine farms were cleared lumber roads were cut through different portions of the town and in the winter time crews of hardy lumbermen camped upon the town and were at that time its only inhabitants.

The first settler who made a clearing upon the town for farming purposes was James Thorncraft, who came in 1839 and settled on what is now the Trueworthy farm, about three miles south of the Presque Isle line and nine miles south of Presque Isle, village on the Houlton road. When Thorncraft made his first chopping and built his little log house in the forest the whole country for miles on every side was an unbroken wilderness. There was no road anywhere near him, and his nearest neighbors on the north were the pioneer settlers of Presque Isle, while on the south there was no settler nearer than Bridgewater, and at that time very few had settled upon that town. Upon the whole of the town of Mars Hill no settler had at that time entered, while the now flourishing town of Easton was still in its original wilderness state. For two years Thorncraft and his wife lived here alone in this grand forest, adding each year to the little clearing and making the beginning of what is now a beautiful farm. The spot chosen for his home was on a fine swell of hard wood land, while at a short distance from his house ran a clear, pebbly brook. In 1841, he was joined by John H. Bridges, who remained seven years and then removed to the adjoining township of Mars Hill to become its earliest pioneer settler.

The farm thus early commenced by Thorncraft has long been the property of Mr. John N. Trueworthy, who is well known to all who have ever been in the habit of travelling upon that road. Mr. Trueworthy was originally from Unity, Waldo County, and came to Aroostook in 1843, settling upon what is now the farm of Deacon Charles Tarbell, on the Centre Line

road in Presque Isle. In 1861 he purchased the Thorncraft farm, which had already passed through a number of hands, and has resided upon it ever since. Upon removing to this farm Mr. Trueworthy at once opened his house as a hotel and as at that time all the goods for the upper country were hauled by teams from Houlton, his house was a convenient stopping place and had a large custom. Though the house was not large, yet it was always noted for its neatness and for the excellence of the abundant cheer which the good landlady placed upon the table. Mr. Trueworthy was appointed postmaster in 1862, and though a good old Democrat, has held the office through every administration until the present time and will probably continue to hold it during his life. The old gentleman is now upwards of 70 years old and has in a great measure retired from active life. Since the extension of the railroad to Presque Isle the business of the hotel has been considerably diminished, though the best of entertainment can still be had there.

In 1846 Mr. John Young moved from Bridgewater and commenced a clearing on what is now called Young's Brook, near where the Houlton road crosses the line of Westfield and enters Mars Hill. He was the third settler upon the town, Thorncraft and Bridges at the time living some four miles north of him. Two years later these two last named settlers removed to Mars Hill leaving Mr. Young the only settler upon the town. His widow, an old lady nearly 90 years old, still lives on the old place and from her we learned many incidents in connection with the early settlement of the town. His sons are also among the citizens of Westfield today. For a number of years no new settlers came to the town. Mr. Young extended his clearing and found a market for his surplus crops principally at the lumber camps in the vicinity.

The invasion of the "Press gang" in 1858 called attention to the fertile lands of Aroostook and soon after that time emigrants began to rush into the new county. A few stopped in Westfield and had this been a State town probably every lot in town would long ere this have been settled. It being, however, the property of proprietors who held the land at two dollars per acre and wished to reserve a large portion of the town for lumbering purposes, most of the newcomers pressed on to the cheaper lands upon the State towns beyond, where lots could be had for fifty cents per acre, to be paid in road labor.

About that time, or a short time previous thereto, Mr. Granville Coburn of Lincoln took up the lot next above Mr. True-

worthy's, upon a beautiful ridge of maple land where he made a very fine farm. His widow and daughters are now living in Presque Isle and the farm at present has no tenant residing upon it. Mr. Pickering settled next above Coburn on what is now the Jewell farm, and next above, on the farm now occupied by Mr. Charles W. Allen, James Lucy commenced a clearing.

As late as 1858 the settlers named were all that were upon the town. In the fall of 1858 Mr. A. C. Dodge came from Liberty, in Waldo County, and settled a short distance above Mr. Young's, on the road to Presque Isle. Mr. Dodge is still one of the prominent citizens of the town and has for a number of years been agent appointed by the County Commissioners for the expenditure of the road tax, a large proportion of which is paid by the non-resident proprietors.

In 1859 Cyrus Chase, Levi W. Reed and Asa Reed of Danville, and Sewall Woodbury of New Gloucester, settled on the road on adjoining lots south of the Trueworthy place. Asa Reed was killed in the army, and Levi W. Reed remained and made a fine farm upon which he worked during the summer time, being engaged in school teaching during the winter months, until about a year ago, when he removed with his family to New Gloucester, where he now has charge of the butter factory. Mr. Reed and his wife were prominent members of the Order of Patrons of Husbandry of Northern Aroostook and are much missed by their old neighbors and friends. Mr. Cyrus Chase is still a resident of Westfield, and has made from the forest one of the finest farms in the town. He is one of the officers of the North Aroostook Agricultural Society in whose prosperity he is much interested. He was a good soldier in the 19th Maine Regiment and is one of the progressive farmers of Northern Aroostook.

In 1860 Mr. Joel Howard, who the previous year had commenced a clearing upon Mars Hill Township, came to Westfield and purchased two lots opposite the Trueworthy place. Here Mr. Howard cleared up a large and productive farm, upon which he built a fine stand of farm buildings and where he continued to reside until some five years ago or thereabouts he moved to the village of Presque Isle. During his residence in Westfield, Mr. Howard was one of its most prominent citizens and at one time represented his district in the Maine Legislature.

In 1861 Mr. L. A. Blaisdell came from Somerset County and purchased a lot in the north part of the town, his residence being on the main road about a mile south of the Presque Isle

line. Here Mr. Blaisdell cleared up a good farm and built a comfortable set of buildings where he still continues to reside. For years Mr. Blaisdell has been extensively engaged in bee culture and has justly been named the Bee King of Aroostook County.

All the farms of which we have so far spoken are located upon the main stage route from Houlton to Presque Isle. A mile west of this road, and parallel to it, a road commences near the north line of the town and runs for about two miles through a splendid farming section, though the farms upon this road are much newer than those located upon the main thoroughfare.

Upon this road Mr. Robert M. Fox, from Dixmont, made the first clearing in 1870. Mr. Fox has now forty acres cleared and has a comfortable set of buildings.

The plantation, including the two half townships of Deerfield and Westfield Academy grants, was organized in 1861 and has not been incorporated as a town, the citizens preferring to retain their plantation organization. The first schoolhouse was built in 1863 and in this house Mrs. L. W. Reed taught the first school in town.

In the fall of 1859, Peavy Bros. of Bangor built on Young's Brook, near the Mars Hill line, a factory for the manufacture of peavy stocks from the abundant supply of maple timber in this vicinity. The building contains a fine 25 horse power engine, with 50 horse power boiler, saws, lathes and all the machinery necessary for the finishing up of the stocks. The maple is delivered at the factory in logs of suitable length for the stocks which are from four to six feet long. The company pays \$2 per thousand feet stumpage for the timber and hire it cut and hauled to the factory. Last winter the factory turned out 35,000 stocks finished ready for ironing. Mr. Cyrus Chase hauled these 35,000 stocks to Presque Isle during the winter. They were shipped to Bangor to be ironed and doubtless many a stout lever from good Westfield maple will be used in lifting and rolling the big pines upon the rivers of the far West.

There is no starch factory in town, the nearest one being upon Clark Brook in Presque Isle, a short distance north of the Westfield line. The larger portion of the potatoes ground at this factory are supplied by Westfield farmers who are largely engaged in this profitable branch of Aroostook agriculture. Large quantities of potatoes are also hauled from this town to the station at Presque Isle and sold for shipping purposes.

The route of the survey for the line of the Bangor & Aroos-

took Railroad runs but a short distance from this town, and when completed and the station established at Mars Hill, will be a great help to the farmers of the town.

Like all the towns in this section, Westfield is finely watered in every portion of the town. The Presque Isle of the St. John enters the town about a mile from its northeast corner and flows for a distance of nearly four miles in this portion of the town, when it crosses the line into Mars Hill. Many brooks throughout the entire length of the town flow eastward and northward and empty into this stream. Clark Brook, a strong flowing stream, rises in the southwest quarter of the town and flows in a northerly direction, leaving the town through its north line and entering Presque Isle. This brook then bends to the eastward and flows into the Presque Isle of the St. John. In the southwest quarter of the town is also Burnt Land Brook, which rises in the adjoining township on the south and flows in a southwesterly course across the southwest corner of the town, whence it continues on through the adjacent towns and empties into the Presque Isle of the Aroostook. This brook receives three strong branches from Westfield, by means of which the southwest quarter of the town is amply watered.

After carefully looking over this town we must pronounce it one of the best of the towns in this vicinity for agricultural purposes. The principal portion at present settled is in the northeast quarter of the town, the settlements extending only a short distance into the northwest and southeast quarters. All the remainder of the town, including the entire southwest quarter, is still an unbroken wilderness. All along the main road to Presque Isle are fine fertile farms with comfortable homes, and from this road can be seen immense tracts of fine hard wood land upon which no settler has yet entered. Good timber is abundant throughout all these forest tracts and large lumber operations are carried on each year. With the exception of the low lands along the streams the timber is mixed throughout the hard wood growth and when it is cut off the land will in all probability be sold to settlers and this will eventually be one of the finest farming towns in Northern Aroostook. The very best of wild land suitable for farms can now be bought here for \$4.00 per acre and probably before many years the whole town will be lotted and placed upon the market.

The continuation of the Quaggy Joe Range extends for some distance down through the northwest part of the town, but is in few places sufficiently high to interfere with farming oper-

ations, and in general the surface of the town is not badly broken.

The fact that the town was owned by proprietors who have heretofore valued it mainly for lumbering purposes, has of course retarded the settlement of this fine town. The population in 1880 was but 103 and in 1890 was 166. The valuation of the town in 1890 was \$34,426.

CASTLE HILL

The beautiful Aroostook River in its many windings throughout its tortuous course toward the St. John flows through many fertile towns, and along its banks were made the humble homes of the first settlers of the northern part of the county. One of the finest, in an agricultural point of view, is the town, or rather plantation, of Castle Hill, for it has not yet been incorporated as a town. This may be classed among the river towns, although the Aroostook flows only for a distance of about three miles through its northwest corner.

Castle Hill, formerly known as Township No. 12, Range 4, is bounded on the north by Wade Plantation, east by the town of Mapleton, west by Sheridan Plantation and south by the unorganized township of No. 11, Range 4. The old State road from Presque Isle to Ashland runs across the northern portion of the town, and it was in this part that the first settlement was made.

According to the most reliable information that we have been able to obtain, the first settler on the line of the State Road was Jabez Trask, called by the old settlers Gen. Trask, he having acquired that title in the militia of the western portion of the State. Trask came to Castle Hill in 1843 and settled on the spot where Smith's hotel now is, something over four miles west from the east line of the town.

About the same time Ephraim Knights, Caleb Spencer and one Seavey commenced clearings at the mouth of Beaver Brook which enters the Aroostook River in the extreme northwest corner of the town. The lot upon which Knights and Spencer made their clearing was afterwards granted by the Commissioners appointed to locate grants under the treaty of 1842 to Robert Miliken, whose grant also included Beaver Brook Island, and the Seavey lot was at the same time granted to Patrick Powers, these grantees having purchased the improvements from the original settlers.

Mr. Trask cleared a large tract of land on both sides of

the road and made the commencement of the large farm now owned and occupied by Mr. Henry Tilley. He also built a timber house and barn and commenced the business of keeping hotel, as after the road was opened to Ashland there was a large amount of teaming to that section. In 1850 Trask sold the property to Daniel Chandler. Soon after this the house was burned and Mr. Chandler built a frame house and continued the business of hotel keeping.

In May, 1860, Mr. Henry Tilley came to Castle Hill and hired the Chandler hotel. Mr. Chandler then moved to a lot on the Aroostook River near the mouth of Beaver Brook, where he remained some three years, then he moved to Presque Isle. He afterward made a very fine farm near the Aroostook River, on the Washburn road in the old town of Maysville now included in the town of Presque Isle. Here he built a very handsome set of farm buildings and made extensive improvements, and lived upon this farm until his death, which occurred last spring.

Mr. Tilley remained in the Chandler house some three years, when he purchased the farm on the opposite side of the road and built a hotel stand which he kept open to the public until seven years ago. After Mr. Tilley left the Chandler house Mr. Samuel Caughey kept the house two years when the property was sold to Mr. G. D. Smith, who carried on the farm, but did not keep the house open to the public. In 1883 Mr. Tilley went out of the hotel business and Mr. Herbert P. Smith reopened the Chandler house as a hotel. Two years ago the present summer the barn was struck by lightning and all the buildings were consumed by fire. Mr. Smith rebuilt the house and barn the same year and is the present occupant of the hotel. The house is very pleasantly situated and as it is a convenient stopping place for teams and travellers between Presque Isle and Ashland, is doing a large business. Mr. Tilley engaged quite extensively in farming and has been for many years a prominent man in this section and is well known throughout Aroostook and other portions of Maine. Having occasion at one time to do some business at the Land Office when Isaac R. Clark was State Land Agent, and thinking that Mr. Clark was treating him somewhat loftily, Mr. Tilley is said to have exclaimed with his characteristic independence and a plentiful supply of blanks, "Look here, Mr. Clark, I want you to understand that I'm just as big a man in Castle Hill as you are in Bangor——!" Mr. Tilley has paid much attention to fruit culture and has a very fine orchard. He was also at one time largely engaged in bee-keeping and has

paid much attention to sheep husbandry. He is now in feeble health and has wholly given up business and is living quietly at his old home, where he enjoys very much to receive calls from the friends he used to meet so often in active life. He has been postmaster of Castle Hill for twenty-five years. His son, James H. Tilley, has a very fine farm a short distance east of the hotel on the Presque Isle road. Mr. L. K. Tilley, another son, has a large farm a short distance west of his father's, on the same road. He is this summer building a large barn, which will be dedicated on the 7th of August by the meeting of Aroostook Pomona Grange, of which Mr. Tilley is an active member. He is also supervisor of schools, and has a store opposite the hotel.

A short distance west of the hotel is the farm and residence of Mr. M. K. Hilton, a prominent citizen of the town and one of its first assessors. Mr. Hilton has a good farm and a very pleasant residence and is this year making extensive repairs on his buildings.

The district known as the Porter settlement, lying along the State road, a short distance from the east line of the town, is a very fine agricultural section, and contains some good farms with comfortable and neatly kept farm buildings.

After the coming of the pioneers of the town in 1843, there seems to have been no immigration of any amount until about 1850. In that year James Porter came from Mirimachi, N. B., and settled on the Ashland road about half a mile from the Mapleton line. Robert Porter came soon after and settled on the opposite side of the road. James Porter, Jr., settled on the next lot west, and in 1851 John L. Porter took up the lot next to the Mapleton line, where William Chandler now lives. These settlers commenced their clearings in the midst of the forest and here reared their humble homes and were subjected to all the privations incident to a pioneer life in the wilderness. Now the forest is all cleared away on both sides of the road and broad, smooth fields and handsome farm buildings are seen throughout this part of the town.

About the time the Porters settled in the east part of the town, Abram and Nathaniel Jordan took up lots west of the hotel on the same road, and John Jordan settled on the lot where M. K. Hilton now lives.

Aaron Dingee settled about the same time on the lot next to the west line of the town, where Mr. Joseph Ellis now lives.

Mr. Wm. Chandler in 1853 bought of John L. Porter the lot in the northeast corner of the town next to the Mapleton

line, and has there made a very fine farm with a neat and convenient stand of buildings.

The old State Road runs through a very fine agricultural section and the buildings along the road are neat and well kept and the farms are well cultivated and produce abundant crops. The road is in excellent condition and though somewhat hilly, is nevertheless a very pleasant road to ride on in a pleasant summer day. As one approaches the western line of the town on the way to Ashland, the Aroostook River is seen a short distance to the right bending in the form of a huge letter S among the lofty trees and flowing through fertile meadows. Near the river is the lofty hill from which the town takes its name, a large log building having been built upon its summit by the surveyors of the olden time, the remains of which building may still be seen. A considerable stretch of the imagination invested these old ruins with the dignity of a castle and from this the township was named Castle Hill.

In the south part of the town the road from Presque Isle, which runs in a due westerly course entirely across the town of Mapleton, continues upon the same straight line about half way across Castle Hill township. This road runs through as fine a tract of farming land as can be found in New England. As one looks westward from the fine eminence just east of the village of Ball's Mills in Mapleton, a beautiful maple grove is seen on a ridge near the Castle Hill line and through this grove the road passes, the grand old forest trees growing close down to the confines of the highway on either side and making a most grateful shade on a hot summer day. Emerging from this grove, a most beautiful view of field and meadow is opened out on either hand. Broad, smooth and level fields stretch away on each side of the road and terminate in beautiful forests of maple. Large fields of potatoes, the tops covering the ground, are a most attractive feature of the landscape. Here upon this beautiful ridge are the farms and homes of the three Dudley brothers, and no more fertile or attractive spot can be found in Aroostook.

Thirty-one years ago Micajah Dudley came to Aroostook from the town of China. He had heard of the beauty and fertility of the forest lands of this northern county and regardless of the advice of friends who wished him to make a home near the older settlements, he pushed on into the wilderness, determined to find a tract large enough and in one compact block of good land to furnish farms for himself and his four sons. Arriving upon this beautiful maple ridge he concluded to go no

further, and though he was warned that no road would ever penetrate those trackless wilds, he had faith in the future of Aroostook and made his choice with rare wisdom and foresight. His sons came with him or followed soon after and together they bent themselves to the task of making for themselves pleasant homes in this then far away forest region. The father lived to see a good smooth turnpike built through the block of land he made choice of and to see broad and productive fields where the huge maples were growing when he first set foot upon the ridge. He has now passed away and three of his sons are now living upon the block, the fourth having a fine farm but a short distance away. As we come through the grove of maples spoken of above, we first come to the home of Micajah Dudley, the youngest of the four sons. A stone's throw beyond is the residence of John W. Dudley. For many years these two brothers carried on their farming operations in company under the firm name of M. & J. W. Dudley, but have recently dissolved for the sole reason that the tastes of each led him to pursue a different line of farming. Directly opposite is the home of Allen W. Dudley, the eldest brother, while a short distance beyond is the house of his son, Sanford, who is now in company with him. Micajah Dudley has 240 acres of land, nearly 100 of which is cleared. John W. Dudley has 160 acres with 60 acres cleared. His specialty is orcharding, in which he has been very successful, and he has now one of the finest orchards in Aroostook. He has 275 apple trees in full bearing, these having been set ten years ago. Nearby are 200 young trees of the Dudley Winter variety, and 500 Moore's Arctic plum trees set last spring. He is the originator of the Dudley Winter, it being a seedling from the Duchess. Mr. Dudley is a vice president of the Maine Pomological Society and an enthusiast in fruit culture.

Allen W. Dudley has 180 acres of land, with over 75 acres cleared. He also has a very productive and well kept orchard and raises a good supply of fruit. We doubt if a finer tract of farming land can anywhere be found than this mile square block which the elder Dudley chose as a home for himself and his sons.

On a cross road connecting with the State Road and about a mile from this block is the farm of the fourth brother, Mr. Frank C. Dudley. He has 160 acres of land very finely located, with about 60 acres cleared, the remainder being a beautiful level tract of maple growth. He has a very handsome stand of farm.

buildings and everything around the place is conveniently kept.

The farm of Mr. John P. Roberts is the first after crossing the town line on the road from Ball's Mills. Mr. Roberts came to the town in 1858 and took up this lot and made a chopping and moved in with his family the next year. He afterwards bought the mill at Mapleton which he run for four years and sold it to David Dudley. Mr. Roberts was a soldier in the 18th Maine Regiment.

Another of the pioneer settlers of Castle Hill was Deacon T. K. Dow, who came to the town in 1859 and took a lot opposite Mr. Roberts near the town line. Here he has made a fine farm and has for years been one of the most prominent and respected citizens of the town. Deacon Dow is still living, a hale, hearty old gentleman of upwards of three score and ten but still able to tire some of the younger men.

From Deacon Dow's a road runs due north, parallel to the town line and about a quarter of a mile west of the line and connects with the old State Road near Mr. Wm. Chandler's. This road runs through a very fine agricultural section and there are many good farms in this section of the town. Some of them are still new and will require time and labor to make them smooth and free from stumps, but the soil is fertile and in a few years there will be many fine fields along this road.

Mr. John Waddell, one of the early settlers of the town, came from Lubec in 1860 and settled on this road and made a good farm some half mile distant from the State Road. His son, John Waddell, now lives upon the farm and is well and favorably known in this vicinity as an earnest local preacher of the Universalist denomination.

Another road starts near Deacon Dow's and runs in a south-westerly direction for a little over a mile, when, after crossing Sawyer Brook, it turns squarely to the west and runs upon the lot lines to the foot of Haystack Mountain.

There are several very fine farms along this road, among them those of Mr. A. H. Parker, Mr. A. F. Hoffses, Wm. H. Bird, Jr., and others.

Near the foot of Haystack Mountain is the farm and home of Mr. Edward Tarr, an enthusiast in bee culture, and one of the best authorities upon this branch in Aroostook. Mr. Tarr came from Waldoboro in 1861 and made for himself a pleasant home under the shadow of old Haystack. He has something over 40 acres of land cleared and raises good crops, but devotes himself to the business of bee keeping. He has now 64

colonies in his home apiary and has charge of many others in different sections, which he cares for on shares. Mr. Tarr is a pleasant and instructive writer on bee culture and delivered an address on this subject before the Farmers' Convention at Presque Isle which was much admired. Mr. Tarr has honey on exhibition every year at the State Fair and always displays it in neat and attractive packages. He uses the simplicity hive and has a shop conveniently fitted up with proper machinery for the manufacture of hives and of boxes for his honey. He also has a very productive orchard from which he always exhibits at the County Fair many fine specimens of fruit.

In company with Mr. Tarr and Deacon Dow we climbed to the summit of Haystack, and though the ascent was somewhat difficult, we found ourselves well paid by the magnificent outlook afforded. Haystack is much like an inverted cup resting upon the bottom of an inverted saucer. For a considerable distance the ascent is quite gradual and the road lies through a thick wood. Emerging from this forest growth we come to the almost perpendicular sides of the steep and barren rock which forms the cup part of the mountain. From this point to the summit the ascent is more difficult. Every vestige of tree or shrub or soil even, has been burned away and only the rugged rock remains. When one has neared the summit in this almost perpendicular climb and happens to look around upon the region beneath his feet, the sensation is anything but pleasant, and one at all inclined to be nervous is obliged to look steadily at the side of the rock and make sure hold with hands and feet.

Upon arriving at the summit we found an area of less than an eighth of an acre of rock approaching anywhere near a level and this appeared so small that we felt like sitting down and clinging to the rock for fear of falling off into the depths below. The view from the top, however, is simply grand and magnificent and embraces the entire circle of the horizon with a radius of many miles. The near view, looking down towards the east and north, is one of fertile farms, broad cultivated fields interspersed with grand stretches of verdant forest. On the west side a barren waste stretches for miles away from the mountain's base. This section was formerly a valuable timber tract, but was burned over so completely a number of years ago that hardly a green tree can be seen on the broad plain for many miles in this direction. Beyond the burnt region the view to the west and northwest is very beautiful. The high land near and beyond Ashland, with here and there a green field dotted in

among the forest stretches, the little glimpse of Portage Lake seen through a depression between the hills and the distant mountains on the far horizon all combine to make a picture of surpassing beauty. Away to the southwest old Katahdin rises far above all other heights and Mt. Chase looms up in nearly the same direction. Almost at our feet apparently, but still some miles distant in a southerly direction, lies the glassy surface of Squa Pan Lake which is destined at no very distant day to be the summer resort of the citizens of Presque Isle and vicinity, and without doubt visitors from a distance will be attracted to this romantic retreat when the proposed improvement upon the road and in other directions shall have been completed. Already a fish and game company has been formed at Presque Isle and arrangements have been completed for stocking the lake with salmon.

The trail through the woods and across the burnt land can be seen from the top of Haystack and the Lake is even now accessible by buckboards.

Looking southeast from Haystack the wooded tops of Hedgehog and Quaggy Joe Mountains seem about on a level with the eye, while Mars Hill and Bald Mountains are rendered less rugged in appearance by the greater distance.

The villages of Presque Isle and Washburn can be plainly seen and indeed a bird's eye view of the whole country, extending to every point of the compass can here be obtained and is certainly worth climbing for.

If the ascent is trying to weak nerves, the descent is even more so. At times it seems as though a slip of the foot, or a loosened rock would send one far out into space, and a novice at this business is pretty sure to come down in practically a sitting posture, clinging fast with feet and hands and making slow but sure progress down the perilous steep.

Soon, however, we reached the more gradual slope and were able to breathe easier and stand erect. The good Deacon made the ascent and descent with the ease and agility of a much younger man, and did not seem at all wearied by the exertion.

If you come to Aroostook, by all means climb Haystack and you will surely say that the magnificent view amply repaid you for the rugged climb.

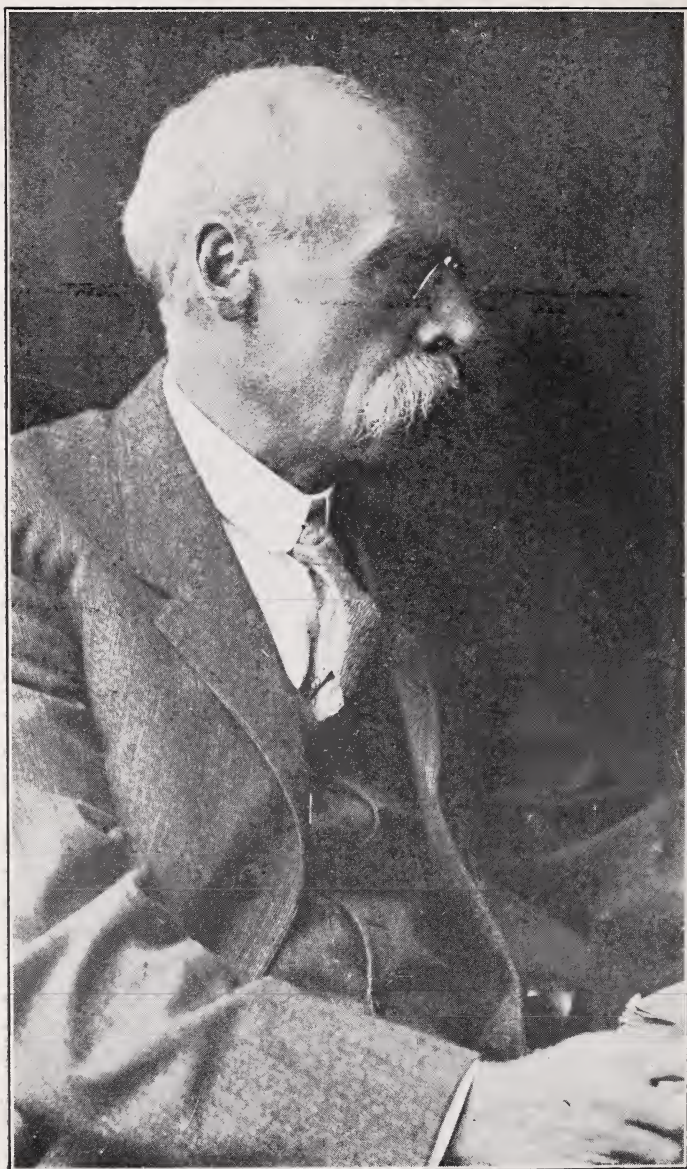
There are numerous other roads throughout the town, upon all of which are good farms well under way and only requiring time and courage to make them smooth, productive and easy of cultivation.

A careful examination of the whole town convinced us that we had never estimated it at its full worth as a farming town. With the exception of the burnt district on the southwest part of the town, Castle Hill is well up on the list of good farming towns and it contains not a few tracts of as beautiful farming land as can be found in the county.

Many of the farmers in the south part of the town are members of Eureka Grange, whose hall is located at Ball's Mills. The farmers living upon the State Road some years ago organized Castle Hill Grange which is composed of live and active members and is doing a grand work for the farmers of that vicinity.

Castle Hill is provided with good schools and each district is supplied with a good school house. Mr. L. K. Tilley, the efficient Supervisor, is much interested in the welfare of schools and looks after them faithfully.

Castle Hill was organized as a plantation under warrant from the County Commissioners April 23rd, 1866. M. K. Hilton, A. M. Dudley and Henry Tilley were the first assessors, and Jefferson Sawyer, now a merchant at Sprague's Mills, the first clerk. The plantation had in 1880 a population of 419, and a valuation of \$27,636. The valuation in 1890 was \$90,758, and the population 537. It is one of the good towns of the Aroostook Valley, and has many wide awake and enterprising citizens.



GEO. H. COLLINS

History of Aroostook

Volume I. Part 2

Sketch of Development of Aroostook since
the Period Covered by the Early
History by Mr. Wiggin.



By George H. Collins

History of Aroostook

VOLUME I. PART 2

INTRODUCTION

The part of this work following the foregoing pages, gives a cursory and somewhat imperfect sketch of the development which has taken place since the date when Mr. Wiggin wrote the history of the County's early settlement. It was at first planned to have this form a separate volume, but it has been decided to include it as an appendix to the work of Mr. Wiggin. It is not as complete as to merit the name of history, but will perhaps serve to picture imperfectly what Aroostook has accomplished within the past thirty years in the way of business, industrial and social progress. As such it is submitted in connection with the work which it was the primary purpose of this publication to place before the public, and as such, we trust that it will serve its purpose, even though it deserves more time and ability than the writer has been able to give to its preparation.

CHAPTER I.

Extent Of Aroostook And Its Political Origin

Geographically, the County of Aroostook is a great domain. Comprising 6408 square miles, it is larger than the States of Rhode Island and Delaware combined, and is nearly as large in area as the State of Massachusetts. It has probably more fertile soil, cleared and uncleared, than all the rest of New England. No greater or more productive area is to be found east of the Mississippi than the County of Aroostook would represent were all its potential wealth of fertile soil developed.

Originally embraced in Washington County, Aroostook was taken off that County in 1839, and incorporated March 16th of that year. March 21, 1843 it was enlarged by additions from Penobscot, and March 12, 1844, by additions from Piscataquis and Somerset Counties. At present writing it contains 50 towns and 21 plantations.

According to the Maine Year Book its population in 1830 was 3399; in 1840 9413; in 1850 12,529; in 1860 22,479; in 1870 29,609; in 1880, 41,700; in 1890, 49,589; in 1900, 60,744; in 1910, 74,644; in 1920, 81,728.

According to these figures its largest percentage of gain was in the decade between 1850 and 1860. Immigration in this period was stimulated by the visit of the Maine Press Association to Aroostook in 1858, the tide being checked in the following decade by the outbreak of the Civil War, after which Aroostook's growth was small until the advent of the potato starch making industry.

Aroostook would have cut a still bigger figure than it does on the map of New England, had the claims of Maine in what is called the "Northeastern Boundary Dispute" been fully sustained in the settlement of that controversy. The claim of Maine overlapped the upper St. John River and extended to the St. Lawrence, and upon a fair reading and interpretation of the Treaty of 1783, which attempted, rather bunglingly, a definition of the boundary, there is little doubt but that Maine was justified in her full contention. The claim of Great Britain would have designated the Northeastern Boundary line as one running from Mars Hill Mountain in a practically westerly direction across the State to the border of Canada.

Maine's insistence upon her claim was the sentimental one of a maintenance of her sovereign rights. The claim of Great Britain was made in the hope of securing an award of territory which, even at that early date, was recognized as important, as it would have afforded a much shorter and more direct communication between Quebec and the Maritime Province of New Brunswick. Important eighty years ago, when the boundary line dispute raged, this territory, now comprised in what is known as North Aroostook, is vastly more important to Canada and Great Britain today, with the great industrial and commercial development that has taken place in Canada. In the changed conditions, to have Eastern and Western Canada separated by this huge wedge represented by North Aroostook, is a great inconvenience in time of peace, and in event of war, as was demonstrated in case of the World War, is calculated to be a handicap to military movements and operations of the first magnitude.

On the part of Maine, when the Northeastern Boundary dispute was rife, feeling could not have been more intense and public bitterness could not have been roused to a higher pitch, had those engaged in that controversy on the part of Maine had

a clear vision of all the possibilities time has disclosed of the great agricultural and timber wealth of Aroostook.

In the "Aroostook War" era Aroostook meant nothing to the stout defenders of Maine's claim under the boundary treaty, except a right founded on principle. It was not supposed that to concede the British claim would have meant a material loss of any magnitude, but to have yielded and surrendered territory, however valueless, to an unjust claim vitally challenged the manhood and American spirit of the men who then held authority in Maine's administrative and legislative halls. They fought a strenuous and long-drawn out battle in defence of the State's sovereign rights. So tenacious were they of these rights, so ably did they uphold them in argument, and with such vigor did they urge upon the somewhat listless and indifferent Federal government its duty to defend Maine in a cause founded on justice, that the national spirit was finally aroused. The cause of Maine in connection with the Northeastern Boundary question ceased to be a local and became an international affair. It engaged the best statesmanship of Great Britain and the United States, and as all know was finally settled by an extended negotiation, wherein the claims of Maine were represented by Daniel Webster, and the claims of Great Britain by Lord Ashburton.

The settlement finally made was a compromise. Maine fell short of the St. Lawrence "highlands" construction, and of her contention in full, but the settlement satisfied her honor and dignity, and was much better than war, which at one time seemed imminent. In fact, it afforded a fine exemplification of the spirit of mutual forbearance, and the rule of reason as opposed to force which has since become the settled policy of the United States and Great Britain in composing differences which have arisen between them.

The so-called "Aroostook War" has sometimes been treated as a joke. Incidents in connection with it may have their humorous, even their ridiculous side, but it was, nevertheless, a serious chapter in international, and especially in Maine history. Maine showed characteristic American spirit and the highest moral and intellectual vigor, in the assertion of her rights in connection with the controversy, and as has been said, it reflects credit and honor upon her because of the firm and unyielding stand she made upon principle.

There are today remaining on Maine soil few visible memorials of this historic episode. It is recalled in the names of two Aroostook towns, Fort Fairfield and Fort Kent, named after

Governor Fairfield and Governor Kent, who figured in connection with the lengthy controversy. There is still standing on a most picturesque spot overlooking the St. John River in Fort Kent, the old "Block House." This unique and ancient landmark is in a good state of preservation, and is likely to be increasingly valued as a historic relic as time goes by.

The Aroostook War also left as a legacy to Northern Maine what has long been known as the old "Military road," put through when the boundary dispute was in its most acute stage. Built as a means of bringing American troops into Aroostook to guard the boundary at points exposed to military invasion in event of war, it remained after the international incident was closed, a most important public utility. Thereafter for a long period it was the great thoroughfare over which immigration flowed into the County, and constituted its only link of communication with the outside world for many years.

Practically abandoned, except to small local traffic, for some decades after Aroostook acquired railroad facilities, with the development of motor car travel and traffic it is again coming to the front. Sections of it have already been made into a macadamized State highway, and in a comparatively short time it bids fair to be again a great and important artery of traffic.

The early history of the County, which Mr. Wiggin has traced with such painstaking care in the pages contained in the first part of this work, is of great value and interest for purposes of reading and reference, and it is a record that has the peculiar interest which attaches to all the annals of pioneer life in our country, whose growth and development in every section are traceable to the hardy virtues, the toil and simple thrift of the early settlers. It is not conceivable that what these early settlers did, it would be possible to repeat in the present or any succeeding generations, because in all the teeming population now within the borders of New England and Canada, from which the Aroostook pioneer settlers were chiefly recruited, there can not be found today those with the fibre of the men and women who made their homes in the primeval wilderness of Northern Maine, and laid the foundation of Aroostook as we see it today. The bounds of settled Aroostook are practically at the points these pioneers reached in their hard struggle, pushing the forest back, and even were the conditions for acquiring forested farms as easy now as they were in the County's first days, young people could not, in any appreciable numbers, be found willing to take up new farms and submit to the gruelling toil and the se-

vere hardships which were the common experience of pioneer days. So radically have the accepted standards of living among all classes changed, that in no class of workers in all our land, are there those who do not now demand for themselves conditions of life totally incompatible with the toil and hardship these early settlers of our County endured. Modern habits and tastes, and the present day relaxation of the rugged energy which characterized the pioneer settlers, seem to make it out of the question that the now unsettled portion of Aroostook will to any great extent be further reclaimed for agricultural purposes.

Events now unlooked for many modify probable future conditions. For example, were it to transpire that the Western wilderness section of Aroostook should be penetrated by a railroad, wherever soil and other conditions favored, agricultural development would follow. But this development would not be of the extent, nor would those who engaged in it be of a like class with the pioneer immigrants, who settled in the wilderness of Northern Maine from sixty to seventy years ago.

If one reads and analyzes the record of Mr. Wiggin in the foregoing pages, it will throw light upon the after history of our County. Aroostook has come to take rank as a great community, not wholly because it has developed a peculiar branch of agricultural industry, which has favored its progress and prosperity. The seed of its successful development was likewise, to a large extent, in the sound and vigorous manhood and womanhood which came here in the early days to make homes in the wilderness.

All those who found their way here were not of the material that is requisite to succeed in the hard struggle of pioneer life. But the great percentage must have been possessed of the rare qualities, physical, moral and mental, which are indispensable in those who make and succeed in the attempt to conquer obstacles such as confronted the early settlers of Aroostook. And the real tap root of Aroostook's worth and value as a community today is not drawing its strength and nourishment out of the special favor of a bountiful soil, but out of the inheritance of this sturdy pioneer ancestry.

It is easy by a careful perusal of Mr. Wiggin's narrative to trace the sources from which immigration came into the different Aroostook towns in the early days, and to gather from the circumstances attending the planting here of different settlements much in regard to the character and quality of this pioneer stock. Some of it came from the older towns of Southern

Maine and Massachusetts, and had the strong virtues characteristic of the best New England stock.

Some of it came from New Brunswick, and while some of this Provincial immigration of the pioneer days was good, a percentage of it was less desirable. The towns bordering the boundary line which had roads communicating with the Province, in the early days of the County's history, became dumping grounds for refugees from across the line, some refugees from debt, and others those who sought an asylum on American soil in consequence of various offences they had committed against the Provincial laws. By way of reciprocity, when the Civil War came on, and conscription was resorted to, what were then termed "skeedadlers" and "bounty jumpers," migrated in very considerable numbers from Aroostook to New Brunswick. In that way, what the Province got rid of in the shape of these undesirables called refugees, she got back in the shape of fugitives from this side of the boundary, so that the balance was about even in the exchange.

The so-called refugees generally remained in the Aroostook towns to which they emigrated from the Province, for the most part settling close to the border, and building up settlements of a low type of community life, now happily nearly faded out and merged in the general picture of thrift which Aroostook presents as a whole.

To the handicap of the refugees for many years was added the equally bad factor of the boundary line rum shops, which preceded schools and churches, and located astride the boundary line so that they were able to shuffle their illicit business back and forth across the boundary, and in the absence of active co-operation of the enforcement authorities on either side the line, were able to defy the laws of both governments with impunity. These outlaw strongholds did not entirely succumb until to a growing sentiment for enforcement on the Provincial side was added the vigor which was put into the prosecution of offenders against prohibition through the liquor traffic being outlawed by the Federal Government. While they existed and flourished, which was for many years, they were a dead hand of bad influence upon settlements within their reach, and blighted every community within or near which they were located.

Later on Aroostook began to get Provincial immigration of a far more desirable sort. This was after the potato growing and shipping industry had become fully established, and was being conducted in Aroostook with great profit. When that came about

the Provincial farmers, on account of the United States duty of twenty-five cents a bushel on foreign potatoes, were shut out of the American markets, and with just as good a soil as the Aroostook farmers, were forced to farm on a small margin of profit, and to look across the line and see the tillers of the soil in our County getting forehanded, and in many cases accumulating wealth. The result was that farms remained stationary or went down in value in New Brunswick, and a rapid enhancement of values took place in Aroostook. During this process which began about 1900, there was a great drift of Provincial farmers into Aroostook, particularly North Aroostook, and this went on until values rose to practically prohibitive prices. During that period New Brunswick contributed to Aroostook many hundreds of her best and most substantial farmers. They brought with them cash to buy our best farms, and what was more important, they brought every essential quality that goes to make up a clean, sober, industrious and highly desirable community. These good men and women from across the border, and there is no better class in the world than the best that New Brunswick has raised on her farms, came to us with narrower ideas of saving and living than prevailed in Aroostook, and with habits of smaller and snugger methods of farming, but they were not slow to conform to the standards they found here, both as to farming and the general fashion of living and doing things. The result is today that the Provincial farmers who have come to us, while they have lost none of their distinctly good traits as citizens, have fully adopted the broad-gauged ideas of Aroostook.

CHAPTER II.

Conditions Of Life In Pioneer Days.

It is almost impossible to realize today the conditions of life which prevailed in Aroostook in the really primitive days of the County's history. What surrounded people then and the environment now, the habits and customs of life then and the habits and customs of life now, are in almost unbelievable contrast. Yet there are a few, a very few of course, still active today who were active participants in Aroostook pioneer life.

In the pre-Civil War period of Aroostook history, practically the only turnpiked highway was the Military Road from Houlton, built at the time of the Aroostook War, with the extension northward to Presque Isle and Ashland, which was made

later on. Over this thoroughfare flowed, back and forth, all the traffic the County had with the outside world. In fact, the term "outside" came into common use, and remained so practically up to the coming of the railroad, as a designation of what lay beyond the southern limit of Aroostook. To reach this "outside" community whose nearest outpost was the City of Bangor, it required for the four and six horse teams which hauled Aroostook products out of the county and brought merchandise back into it, a ten days' journey from Presque Isle, or a round-trip pilgrimage of about twenty days. These four and six horse teams, more often in the pioneer days on the outward trip loaded with shaved cedar shingles than any other commodity, generally went in processions, literally in caravans. In this way the long journey on the road was relieved of some of its loneliness and monotony, and when the hauling was hard, either on account of mud and deep ruts in the summer, or clogged with snowdrifts in winter, the teams gave one another a lift through the mud sloughs or drifts, or up the sharp pitches of the long, steep hills. From this gregarious habit it followed that the taverns where these caravans of pioneer teamsters took dinner, and where they were fed and lodged, had crowds in them at the



HUGH JAMIESON

A Pioneer Farmer, and Famous as a Six-Horse
Teamster in the Early Days

noon hour and over night of a type of rough and ready hilarity peculiar to the social atmosphere of that primitive time. This teamster and lumber-jack element, with which a traveller on the old Aroostook road was mostly brought in contact sixty or seventy years ago, had its counterpart in a degree at least in the early life of the West. Both the teamsters of the fifties and sixties between Aroostook and Bangor, and the plainsmen, were the genuine and unadulterated product of nature, though the teamsters lacked the awe-inspiring toggery of cartridge belts and revolvers, which adorned the rough riders of the West.

Fully as marked a type as the teamsters, and more picturesque, were the stage-drivers of the early days. As a class they stood a notch higher than even the most famous of the old time six-horse teamsters. They had the right of way on the road; humble and deferential hostlers took charge of their four-in-hand outfits when they pulled up in front of the taverns; their coming and going was always the chief event all along the line of their journey back and forth, and they were looked upon, all in all, as the most distinguished figures in the social life of those days.

All of us whose memories go back to the times in which they flourished, can recall nothing in our experience more proud or handsome than the figure they cut when they pulled up before the taverns. No matter how tamely the horses hitched to the big swaying coaches in summer, or to long, covered pungs in winter, plodded along between stops, they were trained as nicely as a trick horse in a circus in the habit of getting away from or fetching up in front of a tavern with great dash and spirit. That was the part of the stage driver's life that gave him distinction. But if a traveller took passage with him at Bangor en route for Presque Isle, especially if it was in the winter time, the glamour of the thing very soon gave way to a realization of the exposure and severe hardship involved in the three days' pilgrimage. Fur coats in those early days were unknown, and the stages generally afforded the traveller only cramped and narrow accommodations. On the way from Bangor toward far-off Aroostook, one of the overnight stops was at Winn, and from that point the start in the morning, no matter if the temperature was far below zero, had to be made at four o'clock, and there was a ride of fourteen miles to the famous inn at Molunkus, kept by Reed. There have never been before or since such breakfasts as the frozen and famished wayfarers got at Reed's, but between these smoking feasts at the different tav-

erns, there was cold and wretchedness enough to make up with compound interest. Strange to say the old stage drivers, whose everyday experience was in making these long and tedious trips, in winter time filled with all the exposure of an Arctic expedition, thrived on their hard jobs. One of them, Mr. Hiram B. Forbes, is still living in Presque Isle at this writing (1922). A famous stage driver on the old Aroostook road some sixty odd years ago, up to a few years ago Mr. Forbes was hale and hearty. He is an interesting landmark of the pioneer days, and as he is clear in his faculties, an interesting man to talk to.



HIRAM FORBES
One of the Old-Time Stage Drivers

It is pertinent to this narrative, in part the history and in part, more correctly described as the story of Aroostook, to give a hasty, and as needs must be, imperfect picture of life as it was lived in the primitive days. There was then no tangible thing in the County, or within reach of its people, which justified them in looking forward to any brilliant future for this great Northern region of Maine. There was no railroad, nor any

reasonable prospect of one. There was neither telegraph nor telephone. There was no starch factory, and nothing to lead any citizen, no matter how far-seeing he might be, to single out any special line of farming as likely to be one on which the County could build up a great prosperity. The people were poor—many of them extremely poor. There were no banks, and practically no money in circulation. The little that found its way into the County was generally Provincial money, disbursed by the lumber operators for labor and supplies. In Presque Isle and surrounding towns in the period between the close of the Civil War and the memorable panic of 1873, notes issued by a large lumber firm of St. John, known as "Jewett & Pitcher" money, were in wide circulation. With the advent of the panic



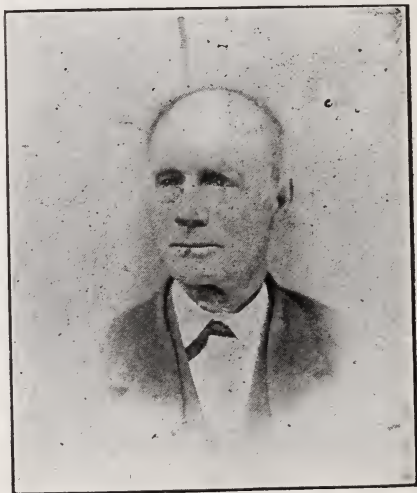
GEORGE GOSLIN

A Famous Driver of the Pioneer State Teams

this firm failed, and to the general conditions of stringency which prevailed, the collapse of this concern, which rendered its notes worthless, was an added disaster in the area within which this substitute money circulated. The farmers affected by

the disaster suddenly found the little money in their possession of no more value than so much Confederate "scrip."

Business was done on an interminable system of "trusting," and naturally on big margins of profit on goods. The latter was, indeed, a necessary incident of the endless drag of credit. As a further consequence, owing to the poverty of the people, the dearth of money, or any means of getting money accommodation through organized channels such as we know today, people were the prey of extortionate money lenders, who were sometimes veritable Shylocks. As a result the community was ruled over in a sense by the old-time traders and the old-time money-lending barons. Of the two the old-time merchants deserve the kinder mention. They were almost without exception strong, positive characters, such as one would naturally expect to find in business leaders under pioneer conditions. But under a rough exterior they often had kind hearts. While they did not season any of their good deeds with soft words or sentiment, some of them kept many a poor fellow on his feet, and many a family from suffering in times of bitter poverty and struggle.



HON. DAVID DUDLEY
One of the Pioneer Business Men
of North Aroostook

Just how barren of pleasure, satisfaction and convenience, as we measure the blessings of life today, were the homes of

the early pioneers, it is hard for us to conceive. Their chief aim and object in life, in the absence of the variety of occupations and pastimes that distract our modern attention, and dissipate our minds, seemed to be to concentrate all their energies on making farms and raising children. How great a success they made of both these lines of endeavor, the wealth of Aroostook today in broad and fertile farms, and in the splendid people who have descended from these simple, sturdy ancestors, abundantly testifies.



PRESQUE ISLE'S, FIRST HOTEL
The Old Reed Tavern

In reviewing the pioneer days, one can better imagine the conditions of life then existing, by calling to mind some of the things the pioneer folk totally lacked, and the paucity and simplicity of the elementary things then which go to make up home and community life. To all intents and purposes they were without money, and in place of money there was a system of barter of the few things they produced for the few things they must necessarily have in order, not to live in the sense we understand living, but merely to exist. Nothing was bought for cash, and when the rare exception occurred that a thing was not obtained on credit, it was paid for either in labor or in some such product of labor as came from the forest, such as shaved cedar shingles, or from the soil, usually in the shape of buckwheat or livestock. The houses which sheltered the pioneer

families, and the barns which housed their stock, were log cabins and hovels, as they were called, chinked with moss. The furniture, of the simplest and rudest kind, was fashioned mostly by the axe, the draw-shave, the saw and hammer. The clothing of everyone, from the skin out, was home knit and home woven, and from the wool on the sheeps' backs to the garments on the backs of the family, the labor, except for the process that the carding mill had a part in, was done by the hands of the settlers themselves. In like manner, their food came from the new farm, the woods and the rivers and streams. They could not ordinarily have lacked a substantial and nourishing bill-of-fare, for they had pork and poultry of their own raising, the youngsters of the usually large family broods, contributed fish occasionally, there was venison in, and probably out of season, buckwheat bread and pancakes, butter and molasses in abundance.

They had few books, no newspapers, must needs have been almost wholly unacquainted with what was going on outside the great wilderness their homes were buried in, their world was a sparsely settled neighborhood bounded by a few miles, at first school privileges were of the crudest and most limited kind, and they were ministered to spiritually only by the itinerant preachers who came and went on uncertain rounds from neighborhood to neighborhood. They conquered the forest with the axe, and the axe was the one indispensable implement which preceded all other agencies of progress and development. With it they felled the trees and junked up their big trunks in preparation for the piling bees and "frolics." When the time came to make the great transition from the log cabin to a frame house, the axe shaped all the timbers of the structure out of the rough logs. When the barn framer had done his work, and the great event of a "raising" took place, after the bents were raised into an erect position by "shores," the boldest and best men climbed the unsteady skeleton, axes in hand. Up went the pioneer athletes from one piece of timber to another, balancing themselves on the small girts and the big beams, while they caught the wooden pins tossed up to them from those on the ground. Then with swinging axe blows they drove the pins through the tenants in the morticed timbers, one after another, up to the "top plate" timber, the dizziest perch of all in a barn raising job. One of the pioneer barns was not a modern skyscraper in stature, but a fall from the "purline plate" would have been no joke, and it was only the picked men of the neighborhood who could walk about on the small cross timbers and

the beams at such a height, as unconcerned as if on the ground, driving pins and spikes into place.

There is nothing in modern city or village building that duplicates a big barn raising, and even farm barn raisings have ceased in these modern days to be thrilling and spectacular, as it has got to be the fashion to put them up in a tame, piecemeal way, after the manner of most building construction work.

The pleasantest recollection of the pioneer days was the spirit and habit of neighborhood co-operation and mutual helpfulness. This applied to all the heavy tasks of clearing the land and other stages of pioneer development. It was in evidence in all emergencies of sickness and need, indoors and out, and under the pressure of their peculiar necessities the early settlers were, by common consent, in their different neighborhoods, so many mutual aid societies. Everything in the shape of service and commodities for farm, home and household use, was cheerfully exchanged and swapped about. This even went so far as to include the ailments of different neighborhoods. If there was measles in one neighborhood and chicken pox in another, any danger of a settlement getting a monopoly of either was averted by visiting and carrying these and other complaints back and forth.

If it was impossible in outside-the-home tasks to work alone in such jobs as barn raisings, it would have been harder within the home to raise the big families, without leaning on kind-hearted neighbors for aid. With a whole neighborhood of solicitous maternity helpers, children were ushered into the world, so that that wrinkle in pioneer home life was easily and smoothly ironed out, without any of the painful and insolvency threatening complications of the present time. If it had been the rule to mulct the pioneer family in case of every birth with the innumerable financial burdens and exactions which surround maternity today, Aroostook would have been nipped in the bud in its pioneer stage of development, and would simply have gotten nowhere.

They had few doctors, no trained nurses, and most fortunately of all, no specialists. Appendicitis, which lies in ambush at every turn in the present degenerate days, was unknown in the pioneer community. We are now so far removed from the actual conditions and experiences of that long-past period in our County's history that we can not exactly tell how much wastage there was in the prolific families of the early days. It may be claimed that the early settlements were so fruitful of offspring

that marked increase of population was maintained in spite of a greater relative mortality than is the rule today. We do not believe, however, that this is a true statement of the case. In all probability, they thrived, and were to a greater extent immune from modern ills, because their habits of life were more simple and natural. Like the wild animal life around them, they lived closer to and more in accord with nature, and were in harmony with their simple, fresh and invigorating environment.

So far as their farming was concerned, while it was necessarily crude, and sometimes unintelligently carried on, there was always in that, as in other things, a gradual progress and improvement to a higher level. The pioneer followed impulses, sometimes far stronger and purer for being simple of mind and heart than ours, and they led up to better and higher things. Few there are who have not seen this reflected in the faces and the words and acts of the oldtime fathers and mothers, who were refined and ennobled by their lives of honest toil, their humble devotion and their consecration to various duties, as they were called upon to perform them, in their relations to home and community.

CHAPTER III.

One Of The Best Type Of Aroostook Pioneer Farmers

In this connection it may be pertinent to the narrative to cite an individual instance, illustrating the best type of Aroostook farmer citizenship, as it was in evidence in our County in the early days. The party referred to does not represent precisely the average farmer of those days, but was rather in the class of our County's pioneer leaders. His career, however, reflects what the County as a whole has accomplished in the way of material achievement, and to a large extent what it represents in citizenship.

We refer to Hon. Elisha E. Parkhurst, who, though a thoroughly up-to-date citizen of our County now, has an active experience in our community dating back to the days before the Civil War. Mr. Parkhurst, who is a native of the fine old town of Unity, Waldo County, came to Aroostook first in 1857. Two years before that he took his first dip into politics by casting his vote for John C. Freemont, the "Pathfinder," for President. Like most of those who turned their faces toward Aroostook in

those days, Mr. Parkhurst had no capital save health, energy, good habits, and an unlimited reservoir of capacity for the kind of old fashioned days' works common to those times.



HON. ELISHA E. PARKHURST
One of the Oldest Residents and Most Prominent
Citizens of North Aroostook

His feet got planted on Aroostook soil originally by accident. He did not have in his mind when he wandered up here into the wilderness, the thought of taking up a farm and settling down. No one who meets Mr. Parkhurst now, staid, dignified, prosperous—full of years, and justly full of honors, and the meed of public respect for what he has been and what he has done in Aroostook, would think that when he made his debut in Aroostook in 1857 it was as a tin peddler, a vender of tinware, taking in exchange for his merchandise, sheep pelts, fur, hides, etc. But after he got here, and he had taken soundings of the deep, rich loam, which, in the intervening sixty odd years, has made Maysville famous and wealthy, he concluded that was a good enough place for him to pitch his tent. He stopped buying sheep pelts and furs, struck up a bargain with the then owner, Augustus Allen, son of the late Squire John Allen, and bought what has since been known as the Ferguson farm, a tract of land of the regulation size, 160 acres. It was a barter transaction, as

all business then was. The man he bought of liked the looks of a horse Mr. Parkhurst had, and after the deal was sweetened up by adding to the horse the tempting bait of a hundred dollars in "greenbacks," as they were then called, the offer was accepted, and a deed was passed for the 160 acre tract. Mr. Parkhurst built a frame house and added to the clearing of five acres he found on his purchase, five acres more. He stayed there until 1865, when he sold the Ferguson farm and bought the homestead farm, where his son, Vincent Parkhurst, now lives. On this lot when he bought it there were six acres cleared, and a growing crop of two acres of wheat, three acres of oats and an acre of potatoes. One hundred and seventy five dollars swung the deal in this case, with half the crop thrown in. There being no buildings on the place, Mr. Parkhurst got busy and built a log house, which was his home for nine years. Then he made arrangements with Mr. Jos. Hines, who then ran a general store where the Klein Block, Presque Isle, now stands, to finance him. This meant that Mr. Hines was to carry him with such supplies as he needed from planting to harvest. This backing given by Mr. Hines included the enterprise of clearing twenty acres. This was felled, but the first year the season did not favor getting a burn, and the unfinished job went over to another year, when ten acres more were felled, making a chopping of thirty acres. Then the pioneer enterprise was rewarded by a good clean burn, the thirty acres was piled and further cremated, and when nothing further remained on the soil but ashes, and nothing hindered but the black stumps, the piece was sown to grain. This was repeated the following year, and then the patch was seeded to clover and timothy. The Civil War was then on. Mr. Parkhurst harvested 3,000 lbs. of clover seed and sold it at 40 cents a pound. Five hundred pounds of the crop were disposed of at home, fifteen hundred pounds were marketed in Woodstock, the buyers being the Woodstock Agricultural Society, and the balance was teamed to Bangor. The proceeds of the sales, \$1,200, was probably the biggest crop sale that had been made in Aroostook up to that time. It enabled Mr. Parkhurst to clean his slate with his backer, Mr. Hines. It left him, after he had done so, a roll of \$200, and he went home happier than many a man in these modern days is when he banks \$20,000 as the clean-up of some big potato plant in a banner year. It may be interesting to note in passing that when Mr. Parkhurst teamed his grass seed to Bangor, on the return trip he hauled back a load of hardware and stoves for Walter Bean, who then kept a

store on North Main Street, Presque Isle. His freight charge for this load was \$3.00 a hundred, and it paid the expenses of the round trip, which took twenty days.

Mr. Parkhurst had now reached such stature as a farmer that he needed a barn, and the year of the grass seed deal he built one. He went into the woods and hewed the timber for the frame himself. It was what the neighbors called a whopper of a barn, the biggest in the town, and probably in the county—42x63, with an eight foot basement. After it was boarded in with spruce boards that cost \$7 a thousand, it was clapboarded with No. 1 pine clapboards that cost \$20 a thousand, and the roof was shingled with the best grade of shaved cedar shingles. His master builder cost him \$2 a day and board, the other rough carpenters under this expert he hired for a dollar a day.

Mr. Parkhurst's pioneer farming schedule called for the clearing of ten acres a year. Some years this went to fifteen, and one year to twenty-five. His twenty-five acre clearing was all sown to grain, which was harvested with a crew of dollar a day men with hand sickles. The crew of six could reap and stuke two acres a day. The wages of the crew was paid in store orders on storekeeper Hines, and as it was war time, with everything about present day level—cotton for example, at 40 cents a yard, molasses at \$1.00 a gallon, flour at \$20, the dollar a day farm hands whose families were generally as large as their wages were small, had to do some figuring to make both ends meet. One thing, however, helped, and that was that clothing was practically all home-spun—knitting and home weaving achieving the miracle of putting clothes on the family's backs, after the "H. C. L." in the grocery line had left but a mere pittance in the way of salvage out of the dollar a day income.

Lower Maine and portions of Massachusetts in those days looked to Aroostook for what was called "pea-vine" clover seed, somewhat the same as other sections look to Aroostook for potato seed. There was quite a trade in grass seed, and this was supplemented with oats for the lumber woods. Live stock was also raised, and in those days drovers from what was called "outside" came into Aroostook and gathered up droves of cattle and sheep for the Brighton Market.

Mr. Parkhurst's connection with seed grass husbandry is interesting. Always alert to improve old and accustomed methods of husbandry, and to develop new lines, he learned of experiments that were being made in New Brunswick in raising alsike clover, and in 1868 he procured of a Woodstock dealer 10

pounds, which the dealer had imported from England. This he sowed, raising a crop of 150 lbs., sowing the product again. He then began distributing it, finding a market for it in Bangor and Portland. He filled orders to seed firms in those cities and elsewhere up to three tons annually, and also introduced it to Aroostook farmers. That was the beginning of the use of Alsike clover in New England, making a contribution to the husbandry of Aroostook, of the State, and other New England States, of the greatest value and importance.

About the year 1873 Mr. Parkhurst took up the breeding of thoroughbred cattle, choosing Shorthorns. He made a very bold investment in this line, and continued it successfully until 1883, when potato raising side-tracked everything else in the minds of Aroostook farmers. His enterprise, nevertheless, was of permanent benefit to the County, and as a campaign of education in the department of stock husbandry, and through the distribution of thoroughbred animals resulting from his enterprise, Aroostook was very substantially benefitted.

When potato raising came to the front Mr. Parkhurst turned his attention to that and the kindred industry of starch making, in 1886 building a starch factory at Parkhurst which he conducted successfully ten years. Later he went into raising and dealing in seed potato stock and for a considerable period was prominent in that line, operating several farms and raising and shipping large quantities of seed potatoes to Southern markets. His activity in this field has only recently been narrowed down, and he is still active in the potato game, and in looking after fruit raising and other interests he has acquired on the Pacific Coast.

Mr. Parkhurst has found time to make his mark in public affairs of the Town, County and State, as the following record, omitting minor local offices of trust, will show:

From 1871 to 1873 he was a member of the State Board of Agriculture. He was a member of the State House of Representatives in 1877-1878. Served in the Senate in 1883-1885, was a member of the Maine State College of Agriculture four years; was Chaplain of the Maine State Grange 1878-1881; was the first Master of the Aroostook Pomona Grange, and was Trustee of the Northern Aroostook Agricultural Society from 1870 to 1896, a period of 26 years.

All in all it is a remarkable record of sound, fruitful and highly successful citizenship, and we think Mr. Parkhurst may be rightly cited as illustrating what is typical in the best of Aroostook progress and development.

CHAPTER IV.

Development Of Railroad Transportation

The development of Aroostook has been perhaps more largely one of transportation than any other single factor. Immigration of a sturdy people, with the courage, fortitude and strong fiber of mind and body required for such a task, came in and broke down the physical obstacles which the climate and the wilderness presented. But such activity and efforts could carry the work of development forward only to a limited point, hampered by inadequate means of transportation.

The period within which the growth of the County was circumscribed, and development commensurate with natural resources, was held in check, was the period—a long and very weary one—during which Northern Maine waited for means of railroad transportation for its products. This period went back some years before the Civil War. Prior to that time there was little in the way of population and developed industries to base a public demand upon for the investment of capital in the construction of a railroad into Aroostook. There was sound argument, however, even then for such an enterprise, but from the standpoint of capital, and in the eyes of the outside world, Aroostook was a terra incognita, a wilderness of which far less was known than we know today of the great expanse of forest domain, which awaits development—whenever success shall have rewarded the efforts now in progress to open it, by the building of the Gould line, known as the Quebec Extension Railroad.

To make matters worse for Aroostook, it had for a competitor in development the then new West, which was pulling from Maine and all New England its surplus capital and its wealth of young and vigorous blood. This not only brought the rural communities of Southern Maine and other sections of New England to a standstill, but inflicted upon them a serious blight in decrease of population, and decadence of business industries. The great magnet which was thus pulling from the East Westward, affected Aroostook unfavorably, in common with other sections.

It is aside from the purpose that this fever to go West, and to plant every available dollar of Eastern savings and Eastern capital there, had many examples of individual failure to reap expected returns. It brought wealth to many, and perhaps to as many more it brought loss and disappointment, and, broadly considered, the rule it established in practice of putting Maine

energy and Maine money into channels of enterprise and investment outside Maine, has been a bad one, and kept our State on the lower rung of the ladder, while other commonwealths have been climbing upward in wealth and population. It is sufficient to say that Aroostook had peculiar disadvantages in securing means of development such as her resources warranted, and that they were secured at last only by a persistence and energy which would not be denied, and by the possession of resources which, in the nature of things, could not be permanently overlooked and neglected.

In the old, pre-railroad days horse power was all that Aroostook had to move her surplus products to market outside the County, and to bring into the County the list of things the simple habits and limited business of the County called for. Up to the time the Civil War broke out there was not invested in all means of transportation between Aroostook and Bangor, as much value as is to be found in any single garage, of the many hundreds now scattered throughout the County. As much was not brought into Aroostook in three months as is brought in a single day now by the Bangor & Aroostook Railroad. As much tonnage did not go out in six months, as is moved out now in a single day in the busy season of freight movement out of Aroostook. The value of what was raised and marketed in the season of 1919 in Aroostook was twenty-five times the entire valuation of the County in 1860. Had capital waked up to an appreciation of what there was here to develop and had a direct railroad been built into the County twenty years before it was built, both valuation and population would have run to much greater figures than they have reached.

The first railroad enterprise from which Aroostook ultimately derived benefit, originated in New Brunswick. There was conceived at a very early date in New Brunswick, as far back as 1840, a railroad project, which, if it had materialized, would have followed much the same course across what is now Northern Maine soil, as the route of the proposed Quebec Extension Railroad. This ancient road as planned had its eastern terminus at St. Andrews and its western end at Quebec. St. Andrews was then a provincial seaport town of importance; there were men of financial weight and influence there, and this old-time scheme of a cross-cut line of communication between Quebec and St. Andrews, received the approval of London bankers.

Just what caused the miscarriage of the enterprise we do not know, but we surmise that the settlement of the Northeast-

ern boundary dispute adversely to the British claims, put a quietus on the project. After that railroad development in the Province was in abeyance, for a time, but at length the St. Andrews to Quebec movement resulted in the building of a line from St. Andrews to Richmond, which afforded an outlet by teaming freight between Houlton and Richmond. Subsequently the branch from the main line to Richmond was abandoned, after which a branch into Houlton was built from Debec Junction.

The European & North American from Bangor to Vanceboro was built in 1860—70. It connected with the European & North American for extension from St. John westward. The two were united into the "Consolidated European & North American Railroad." This was projected as a great international highway, and the junction of the two lines at the boundary was of such supposed significance and importance that the imposing ceremonies commemorating the event were participated in by President Grant and other high officials on the part of the United States, and by equally high dignitaries representing the British Government. Great things were predicted for this enterprise which was to link the two countries together in closer bonds of commercial and social relationship. It was expected that passenger traffic via. Liverpool to New York would be diverted to this line at Halifax, and that American travelers would largely turn to the Canadian seaport as a more pleasant and expeditious route to England. In all these respects the thoroughfare opened with such joyful acclaim and enthusiasm, has proved a disappointment, and as has been stated, the promoters of the American end of the scheme looted Aroostook of a timber land domain of almost untold prospective value, by offering as a bait to the Legislature which granted the subsidy, the promise that the line would be extended into and afford an outlet for Aroostook.

The Consolidated European & North American road failed in 1875. Reorganized with the title "St. John & Maine," it was leased to the New Brunswick. The section of the European & North American in Maine went to the Maine Central in 1882.

Nevertheless, the American section of this so-called international line was destined to become a part of a system of transportation which, though circuitous, and merely accidental and incidental in its relation to Aroostook interests, for many years afforded our County a very useful though limited and imperfect bond of communication with the outside world.

In connection with the other Provincial railroad developments, somewhat later than the period which marked the opening of the European & North American line, Alexander Gibson, a Provincial lumber king, conceived and carried out a project of building a narrow gauge railroad from Gibson, near Fredericton, to Woodstock, his line following the course of the St. John on the east side of the river. The Gibson narrow-gauge was carried first to Northampton, opposite Woodstock, and later was built through to Andover, Grand Falls and Edmundston. The promoter of this line received from the Canadian Government 10,000 acres of land per mile of road as a subsidy.

When this narrow gauge line was pushed up the St. John, Fort Fairfield, the nearest North Aroostook town to the new Provincial railroad, eagerly sought to avail itself of this opportunity to secure a rail outlet. Agitation to that end was begun, and the Fort Fairfield people, with characteristic energy, persisted, until finally their efforts were crowned with success, and a spur from the Gibson line was completed into Fort Fairfield village. Later on the same sort of strenuous effort Fort Fairfield had exerted was put forth by Caribou citizens and the helping hand of an extension of the line was given them.

It was now Presque Isle's turn to boost and boom to make the branch line let out another link. The boom commenced early in 1881, and those who recall those days, remember what a strenuous campaign it was. The upshot of it was that a proposition was made to the New Brunswick Railroad to extend its line to Presque Isle on payment of \$15,000 by the towns interested, together with a guarantee of right of way. A railroad mass meeting was held at Presque Isle April 2, 1881. The result was that on April 8, 1881, the town of Presque Isle voted \$10,000, and on the following day Maysville voted \$5,000, and individuals in adjoining towns subscribed toward the right of way. On the 28th of May Messrs. Isaac and E. R. Burpee, contractors for the New Brunswick Railroad, accompanied by F. A. Wilson of Bangor, and Llewellyn Powers of Houlton, as attorney for the towns, met in Presque Isle, and the contract was completed. Work was at once commenced and energetically pushed, and on Dec. 1, 1881, the first train steamed into Presque Isle. Messrs. Burpee and other gentlemen interested were upon the train, and were given a most enthusiastic reception.

This was the greatest event in Presque Isle's history up to that time. It eclipsed all that had gone before it, and the enthusiasm over finally being linked by a railroad with the out-

side world was the occasion of a jubilee such as Presque Isle never saw before and has not witnessed since. It was like the firstborn in an expectant home. Others that come later may be fairer, brighter and more promising, but the first has in it the real peach bloom of joy, pride and happiness.

When Presque Isle assumed an indebtedness of \$15,000, and in exchange therefor secured connection with the Provincial line in Dec. 1881, she made perhaps the best investment in her history up to that time. Her rail communication with the outside world was long and roundabout, and had the disadvantage of running through a foreign country, but it was a vast improvement on the old order of things. Property values advanced, population began to increase, and there was a distinct step forward in wealth and prosperity immediately following the advent of railroad facilities.

CHAPTER V.

The Direct-Line Railroad Agitation.

When the railroad outlet a community gets has a superfluous distance from the objective to be reached of something like 90 miles; when personal travel or the transportation of freight has to go out of its way scores of miles, first in an exactly opposite direction, and then scores of miles more in a rambling and weary detour from a direct line to its destination, it can not be a permanently satisfactory arrangement. And the old-time railroad via. New Brunswick had these drawbacks.

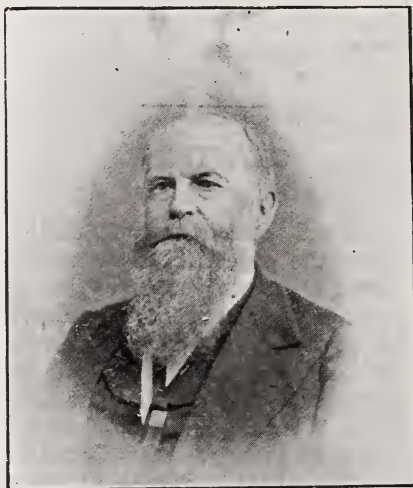
The result was that Presque Isle had not had its newly acquired railroad facilities half a decade before there was agitation started for other and better facilities. This agitation took definite form with the return of Hon. Joseph B. Hall to Presque Isle in October, 1884, and his resumption of publication of the Aroostook Herald. Mr. Hall was a good newspaper man, quick to discern and seize upon the immediate and pressing need of his field for better railroad facilities, and had the faculty of bringing that need to the front and agitating it so as to create public interest and enthusiasm. Advocacy of what was termed a "Direct Line Railroad," started very shortly after Mr. Hall revived the Herald, and it was not long before the persistent agitation in its columns bore fruit in a local association of citizens to forward the scheme.

The first to enlist in the movement and to add their influ-

ence and leadership to Editor Hall's vigorous booming of the scheme were the late Dr. Geo. H. Freeman and Jas. W. Bolton of Presque Isle. Both were solid and substantial citizens, as good as the County has ever had in the matter of public spirit and alert zeal to promote the public welfare.

At what stage of the project or just how they succeeded in bringing the Direct Line Railroad scheme to the attention of a man of real influence and weight in railroad circles, we do not know. But in due time such a man put in appearance in the person of the late Mr. Geo. P. Wescott of Portland.

Mr. Wescott was a man who stood high in business and financial circles of the State, was affiliated with many large and

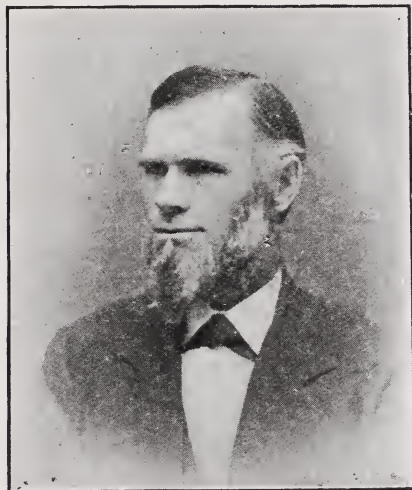


HON. JOSEPH B. HALL
Publisher of Aroostook Herald, and
Prominent Railroad Worker

important corporate interests, and his connection with the movement immediately gave it character and standing. Whatever engagement Mr. Wescott entered into, his reputation and financial connections and influence seemed to afford ample guarantee would be carried out.

Coincidentally with Mr. Wescott's hand appearing in connection with the development of the project, Hon. Joseph Manly of Augusta became known as one of its patrons or promoters in a financial way. Mr. Manly, in addition to other large business

interests, stood high in the councils of the Maine Central Railroad, which was represented as being behind the enterprise, and as being willing to help boost a railroad into Aroostook, because of the large industrial development it promised, and the prospect of such a line becoming a great feeder for the Maine Central.



DR. GEO. H. FREEMAN

A Pioneer in Agitation for Railroad

Negotiation with Mr. Wescott resulted in a proposition on his part that he and those associated with him would undertake to bring about the construction of a direct line of railroad into Aroostook on condition that the County gave \$100,000 in aid of the enterprise, and provided the right of way. Accordingly a charter was obtained in the Legislature of 1887; what was called the Northern Maine Railroad Company was organized in April of that year, and the Company agreed to build and operate a railroad to Presque Isle within five years, if the people of Aroostook would guarantee \$100,000 and the right of way. The charter of the Company extended from Mattawamkeag to Houlton, thence to Presque Isle, Ashland and Fort Kent.

The agitation to raise the sum required of the County extended through the year 1887 and through 1888 and 1889, and was a strenuous and earnest one. Besides the newspaper campaign, in which the Aroostook Herald and the North Star led,

supplemented by good work on the part of the Caribou Republican, there were many mass meetings in the various towns interested. These were addressed by leading citizens, among them being Hon. Columbus Hayford, Hon. Edward Wiggin, Rev. G. M. Park, Hon. C. F. Daggett and Dr. Freeman of Presque Isle, Hon. Geo. W. Collins of Bridgewater, and other citizens.

In opposition to the aggressive fight that was made by Presque Isle, with the aid of most other towns of the County, to put the Direct Line through, it had to contend with an element in Houlton, which, led by the Aroostook Pioneer, then published by the late Geo. H. Gilman, opposed the project. Under the existing railroad status Houlton was the undisputed center of business for a great territory, and the continuous caravans of loaded teams which filled the highways leading into the town from almost every direction in busy seasons, afforded grounds for the fears on the part of some Houlton citizens that when a direct railroad swept this traffic away, and the sections which contributed it became to an extent independent of Houlton, it would be a blow to the town's prosperity. The broader and more far-seeing people of the town argued differently, and some of them, notably the late Hon. Albert A. Burleigh, gave warm support to the direct line railroad project. Their position has been amply borne out by the results. Houlton has grown and waxed big and strong along with the whole County, as a result of the acquisition of railroad facilities, and the arguments made by those advocating the direct line road that when all Aroostook took on new life and began to enjoy the expansion of industry and prosperity a railroad would bring, all towns in the County would share in the benefits, have been fully vindicated by what has come to pass.

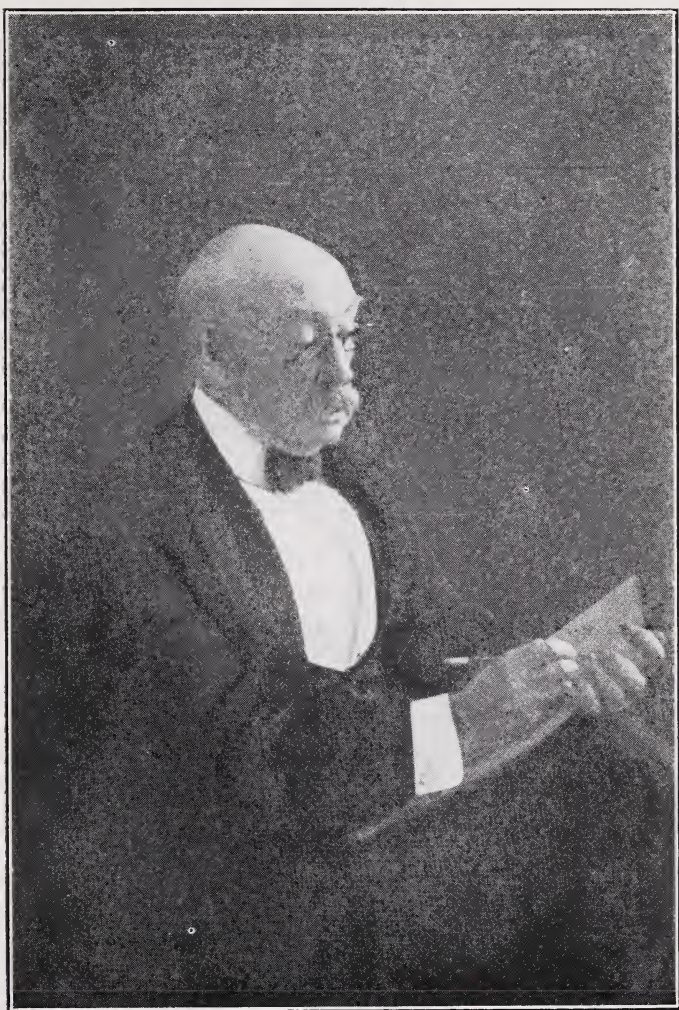
In due course of time, and after the putting forth of much strenuous public effort, the County succeeded in meeting the demands of the financial sponsors of the Direct Line scheme. It was only \$100,000 for the County, but in those days that sum of money was more for all Aroostook to raise than would be a like amount for either of the larger towns, or for that matter, almost any thrifty town within its borders today. The people were poor where they are now strong and wealthy. Such great change has come about by means of the opportunities the coming of the railroad has brought that many single farm properties now represent a value in excess of what was asked of the County to insure the building of the railroad line under agitation in the eighties.

The Direct Line railroad scheme must be credited with being the parent enterprise in securing a short line railroad for Aroostook. The immediate result of the years of arduous effort this project involved was a seeming failure, for the enterprise directly represented by the so-called Northern Maine Railroad collapsed as we recall, sometime in the year 1890. The story of the old Direct Line movement, so far as the Wescott, or financial end of it was concerned, was a story of long drawn out delay, of repeated excuses for non-fulfillment of pledges and promises made to the local promoters of the project. It was an illustration of building a railroad according to what is known as "absent treatment," as regards Mr. Wescott's relation to the scheme. During the nearly four years he was at the head of the company organized to build the road, so far as we recall, he was never personally inside the borders of the County, never once volunteered a statement in regard to the progress that was being made, or initiated a single act which could be construed as indicating a positive and sincere purpose to carry out the undertaking to which he had committed himself. It was a case of perplexing, and toward the last, quite distracting lack of interest which Mr. Wescott showed in the matter of the Direct Line. So dumb was he on everything connected with the project, and so much wrapped up in secrecy and reserve, that it bred public distrust of the good faith with which the enterprise was being handled. Mr. Wescott was suspected of representing interests which had a selfish object in the matter, and of acquiring the control of a franchise covering the route for a short line of railroad into Aroostook for the purpose of securing traffic concessions from the Canadian Pacific Railroad, whose interests were opposed to such a proposition. This was not definitely established, however, and from first to last Mr. Wescott had the confidence of the local promoters of the enterprise that he was acting in entire good faith.

Whatever may have been the purpose of those outside the County who represented the money end of the scheme, it was a movement which had enlisted the local promoters in a sincere and honest effort to secure a railroad outlet for the County. They labored hard and long and zealously, and while they incurred censure when the scheme finally collapsed, their years of service in the cause of better railroad facilities for the County were not lost. As we have said, the finally successful enterprise which came later was the direct fruit of the earlier campaign which came to naught in the failure of what was known as the Direct Line movement.

The work done in the eighties under the leadership of such men as Editor Hall, Dr. Freeman and J. W. Bolton laid the foundation, and when the later enterprise, which originated in a proposition broached by the late Hon. Albert A. Burleigh, in the early nineties, came, it found the public educated and the sentiment of the County ripe and ready for immediate active steps in the undertaking. It turned out that it was needful to have conditions favorable to speedy development of the project, for any undue delay in carrying the undertaking forward would have inevitably shipwrecked what came to be known as the Bangor & Aroostook movement. The financial ends of this undertaking were securely tied up, so as to insure the building of the road not three months before the bottom fell out of all lines of business in the financial panic which 1893 ushered in, and which held the country in its disastrous clutch until about the year 1900. Had this panic caught the Bangor & Aroostook job of financing unfinished, it would have gone on the scrap heap along with thousands of other failures caused by the smash-up, and a decade at least would have elapsed before any further effort would have had any chance of success in inducing capital to take hold of a railroad into Aroostook. More than that, not only would the time have been lost, but the same combination of men and circumstances which gave the undertaking at the time it started a peculiarly favorable chance of succeeding, would not have been present ten years later.

There have been few periods in the history of Aroostook, when people donned the sackcloth and ashes of discouragement and discontent to the extent they did after the demise of the so-called "Direct Line" railroad scheme. For nearly five years during which it was in process first of agitation, and then of seeming development to a practical reality, people had been buoyed up with excitement and the hopes and expectations growing out of its assumed success. Then when the bird of bright plumage seemed to be right in the hand of Aroostook, it flew away, and was lost to view in the tall timber. It isn't pleasant for a community to be so lifted up, and of a sudden to take the fall that Aroostook took when the Direct Line movement became an admitted failure. The people in every community and neighborhood whose interests were affected, and who had planned and built up hopes on the strength of the promised railroad, when it suddenly fell through, practically sat down in despair.



FRANKLIN W. CRAM

CHAPTER VI

The So-Called Burleigh Movement Initiated.

It certainly did for the time being look dark for the future of Aroostook. The trouble was that up to that time Aroostook had made no mark for itself whatever, as a region of special promise. The County was unknown outside its own borders, and one had to go no farther than Bangor to find the average person utterly ignorant of Aroostook, its needs, resources and possibilities. It was remote and isolated, and from the point of view of the capital which was flowing into railroad building investments, there were hundreds of seemingly more attractive ventures in that line, all of which had scores of men more powerful in money centers than Aroostook had to vouch for their merit, and to push them to the front. So, whenever Aroostook tried to raise her voice to get the ear of capital, and secure relief, it was the proverbial "voice in the wilderness," and went unheeded.

At that time we recall but one man outside Aroostook of ability and influence, who had given attention enough to the subject to become aware that our County really existed and had any claims to attention on the score of development. That man was Hon. Fred Atwood, of Winterport. Mr. Atwood must have been a man of vision, for as early as the time of the Direct Line Railroad agitation, he had become aware of the fact that Aroostook not only occupied a big place geographically on the map of Maine, but that it was a section of the State which more than any other needed development, and would richly reward whoever came forward with the millions of capital required to open it up.

Early in the year 1888 Mr. Atwood conceived the idea of, in a sort of figurative way, carrying Aroostook bodily to Boston and placing her on exhibition. He accordingly arranged for a public meeting to be held under the auspices of the New England Agricultural Society, and such a meeting was held in March of that year in the Ploughman Building. He did his whole duty in planning and working for the affair, and the result was that when the date set for the meeting arrived there were in attendance not only scores of leading men from Aroostook, but men of note in business and agricultural circles in Boston and Massachusetts. Among those whom Mr. Atwood induced to go and represent Maine and speak for Aroostook were Gov. Bodwell and Hon. Z. A. Gilbert, then Secretary of the State Board of

Agriculture. On the part of Massachusetts the Aroostook outfit was welcomed by Hon. Daniel Needham, Secretary of the New England Board of Agriculture, a man of ability, culture and breadth of knowledge. Mr. Atwood had seen to it that reporters of the *Globe*, the *Herald* and other Boston dailies, were in attendance. The incident of their attendance afforded the writer, who was present at the meeting, striking evidence of the then benighted condition of Aroostook. When the scribes had sat down at the table assigned them, and were engaged leafing over copies of the *Aroostook Pioneer*, which had been chosen as one of the Aroostook exhibits, possibly on account of the flamboyant pictorial heading Brother Gilman then carried at the top of his front page, one of them was overheard remarking to a fellow reporter: "What's all this fuss about Aroostook being made for? There's nothing but bears and Indians up there, anyway."

Hon. Daniel Needham, who delivered the address of welcome, was more complimentary and far better informed than the reporters of the Boston dailies. He referred to Aroostook as "the great capital county of Maine, which had been brought down to the great capital city of Boston," to be brought to the attention of business men and capitalists as worthy of their serious attention as a region of great future promise. But Mr. Needham's words did not carry much beyond the range of his voice. The reporters of the big dailies were so well satisfied in their own minds that "bears and Indians" told the whole story of Aroostook that they relegated their short report of the meeting to a back page, and in the din and tumult of the big city, this handful of people in the Ploughman Building meeting speaking for Aroostook was a very small voice. It was a well organized and most sincerely well meant scheme of publicity, but so far as really penetrating to the business and financial circles which had to be moved before Aroostook development could begin, the Atwood Aroostook Publicity meeting in Boston in March 1888 created about as much stir as a pebble thrown into the ocean.

At this old-time meeting which sought to bring Aroostook to the front, Mr. Needham was able to single out as two illustrations of the sound and substantial prosperity of New England and of Maine two things, which today have fallen to a low estate compared with those days. "On this point," (New England prosperity) he said: "Look at our system of railroads. Look at our Boston & Maine Railroad, through which the population of Maine finds an outlet and which centers in the city of Boston.

The stock of that railroad is a barometer of value and prosperity, and for what is it selling? Yesterday it was selling on the stock market of Boston at \$223, leading the van of railroad enterprises in the United States in market value. Look at our Maine Central. Why, when we took our pleasant Aroostook trip Maine Central stock was selling at 106, an enormous price, and I said to myself: "Can it be possible that this stock of a railroad in Maine can be worth \$106 a share?" And for what is it selling today? In less than six months the physical development in the State of Maine has been so great that you cannot buy Maine Central stock for \$165, an advance of over \$50 a share."

Hon. Z. A. Gilbert, Secretary of the Maine Board of Agriculture, followed Mr. Needham, and spoke of the great potential wealth of Aroostook. Speaking of its soil, he said: "Aroostook is a section peculiar to itself, differing geologically from any other section of New England. Drained chiefly into the St. John River, it has a soil peculiarly characteristic. In all of the vast expanse of soil so drained we find this peculiarity, a soil which lies on a vertical bed-rock, which gives natural drainage. We have thus a soil not only fertile, but one which offers to the husbandman the ready conditions for responding with the very best results to the intelligent application of labor. The bed-rock underlying the soil of Aroostook County, while near the surface, is very rarely found cropping out into those ledges, and other uninviting conformations which are found along the sea coast. It is, moreover, always in process of decomposition, a fact which enables the soil of Aroostook to sustain a magnificent forest growth in its primitive state, and also to yield the most bountiful crops when brought under cultivation. It extends over broad areas in a practically unbroken condition, a fact which is always particularly agreeable to the husbandman, who wishes for broad fields on which to carry on his farm operations. It is similar to the rolling prairies of the West, with the sloughs and under-drained portions of this section of the country left out, leaving it all arable land after being tilled."

Mr. Gilbert went on to say that there was an impression that Aroostook was a wilderness and nothing more. That idea he proceeded to correct, describing the already advanced condition of its agriculture, and the intelligence, refinement and enterprise of its people. He concluded by saying he was glad this Aroostook meeting had been called to Boston—the heart of New England—as he hoped it would be the means of introducing

Aroostook to the capital of that great city, and of turning the attention of the investment wealth centered there to the opening of this great section whose resources were as yet lying dormant, and paying little tribute to the rest of the State and New England.

This Boston meeting is interesting as showing how utterly Aroostook was unthought of outside its own borders at that time, and how far it was outside the ken of capitalistic investment. It was in fact a terra incognita, and it took a great struggle, in which some valiant soldiers fighting for Aroostook development had to wage a long and strenuous campaign, before she was given railroad transportation, and came into her own in the way of development and prosperity.

So far as the Direct Line railroad movement of which we have been writing is concerned, it was a generally recognized failure long before the fact was admitted by its immediate backers and sponsors. Indeed, we do not know that they ever in so many words admitted it to be so. Other projects began to be broached and discussed as alternatives schemes to bring railroad relief for Aroostook, and in the midst of the agitation every now and then the old Direct Line, apparently dead, would regain vitality enough to set up a feeble and half hearted claim that it was not dead, but merely in a condition of suspended animation. No one who knows the railroad history of Aroostook will deny that it was an indirect factor in bringing about the ultimate end of securing a railroad for the County, but for a long period it persisted in claiming that it was alive, when it was to all intents and purposes entirely dead.

The first intimation we find of serious activity in railroad agitation following the reaction which succeeded the Direct Line movement collapse, is an editorial published in the Star-Herald, Sept. 11, 1890. That editorial said:

"It was predicted when the Direct Line Railroad agitation was in progress that if that project miscarried, it would entirely discourage any similar movement in future, and that the reaction would be utterly discouraging to the County. Well, the Direct Line movement is laid on the shelf, at least for the time being, but there has never been a time when the necessity for a railroad was more keenly felt than now, or a stronger determination to renew the struggle to secure one. The County is in fact thoroughly alive on this vital question.

"At Fort Kent there is a remarkable stir and activity in railroad development, the issue and outcome of which are not

entirely understood, and we have the novel change in the situation of more than a possibility that Aroostook's long needed railroad relief may come from the northernmost point of the State, southwardly through the County, instead of from the other direction. Indeed, so far has the Fort Kent project taken shape that an intention is expressed of applying to the next Legislature for a charter to build to Caribou, and there is the merit behind the movement of very lively steps up that way in railroad extension. In this connection there is the difference in our favor over four years ago of Caribou being thoroughly waked up by the acquisition of a magnificent water power, which she cannot utilize without a short line railroad, and Houlton, dormant and indifferent four years, now thoroughly alive to its interests in this direction, and at present provoked beyond endurance by the imperfect service which is being rendered that thriving town by the new railroad management.

"Growing out of this condition of things suggestions for relief are numerous. Caribou clamors for a monster mass meeting to consider taking steps to construct a narrow gauge road to Houlton, and the suggestion is made from another quarter that steps be taken to enable the County to loan its credit to the extent of five per cent of its valuation in aid of a railroad."

So far as we know this latter suggestion, which emanated from the late Hon. Albert A. Burleigh, and resulted later on in the successful Bangor & Aroostook Railroad development, is referred to in the above editorial for the first time publicly. The editorial then continues: "In addition to all the other projects we still have the old Direct Line project, and the chance, a remote possibility, to be sure, that its promoters may succeed in getting it on its feet, and come in on the home stretch all right."

In the Star-Herald of Oct. 9, 1890, under the head "Railroad Gossip," an article is quoted from the Lewiston Journal, which states more specifically what the Fort Kent agitation for a road from Northern Maine southerly through the County referred to. This article says: "It looks now as if Aroostook had a chance of getting a railroad through the rivalry of the Grand Trunk and the C. P. R. The latter's short line across Maine has had the effect of robbing the Grand Trunk of through freight from the West, and in its desire to regain this, it may build down through Aroostook to tide water at St. Andrews. It is quite likely that the Grand Trunk would strain a point to take in Aroostook in any effort it made to reach the seaboard. The business present and prospective, of the great County of Aroostook, is well worth

such an effort, and it would seem as if in securing it the Grand Trunk would pretty effectually cripple a branch of its rival of some real value and importance to it. This it could do by building down through Aroostook, and it is to be hoped that it may do so, for Aroostook is in dire need of a railroad outlet. Aside from this glimmer of hope which is remote and wholly speculative, the railroad prospect in Aroostook is far from bright at the present time.

"The good behavior of the Canadian Pacific is of the utmost importance to the Boston & Maine, and the great County of Aroostook, which the Canadian Pacific depends upon to feed its New Brunswick branch, seems to be held by the Boston & Maine simply as a vantage ground or in a sense as a hostage to insure that good behavior."

The foregoing extract from the Lewiston Journal is in line with the prevalent public suspicion of the time that the Boston & Maine was the hidden hand responsible for keeping the Direct Line movement marking time for nearly five years. During this time, in the opinion of many, it did nothing except to hold the key to the railroad door into Aroostook, and purely for reasons of railroad strategy made a point of unlocking the door and pulling it ajar in a show of preparations to build a railroad into Aroostook. When it had secured the traffic concessions it was manouvering for, it left the project to die out like the smouldering embers of a fire.

Among the suggestions which were offered after the collapse of the Direct Line scheme, was that of State aid to an Aroostook railroad, and to other lines, the building of which was needful to Maine's development and prosperity. In the Kennebec Journal, in November 1890, Hon. Jos. H. Manly, of Augusta, advocated legislation to enable the State to extend its aid to needed railroads within its borders. "The great need of Maine today," said Mr. Manly, "is more railroad, especially a line to tap the immense resources of fertile Aroostook, and one into Washington County, with its magnificent seacoast." Mr. Manly's judgment was correct and his heart was in the right place, but he overlooked the Maine constitution which, as another prominent Maine man, commenting on his well meant suggestion, pointed out, stood in the way of such grants of railroad aid. This writer said, "Of course, there is a poor chance for agitation or argument with the constitution squarely on the other side, but we do not think there is a man in Aroostook or any other section of Maine which is in crying need of a railroad, but will affirm

his belief that in this respect at least, Maine has a mighty unfortunate constitution."

Later on the Maine Central Railroad got into the spotlight as an enemy to Maine railroad development, and in this connection the late Hon. Herbert M. Heath warned people who were then working for what was known as the Shore Line Railroad, and asking for a "People's Charter" to build such a line, that to let the Maine Central get control of the charter would be suicide. He said: "The Maine Central, and Boston & Maine are hand in glove with the Canadian Pacific." Mr. Heath gave warning to committees interested that they would have to "fight a powerful and well organized lobby" of the Maine Central to secure their rights, adding that the Maine Central was also evidently holding Aroostook as a make-weight in its plans, negotiations and traffic arrangements with the Canadian Pacific, and that therefore neither the Shore Line nor a line into Aroostook had anything to hope for from the Maine Central or the Boston & Maine.

In November 1890 a movement was started to secure legislation for a "People's Charter" for a railroad into Aroostook, the feeling being particularly strong in Houlton. This was urged as a good move as it would bring the Northern Maine or Direct Line project up "for investigation into its doubtful and unsatisfactory status. This investigation would require it to give a good and sufficient guarantee of its ability and intention to build a railroad." Referring to this the Star-Herald, in an editorial in its issue of Nov. 21, 1890, said: "The people have a right to inquire whether the Northern Maine Railroad is indeed the germ of early development into a railroad, or whether it is in the nature of a mere obstruction and hindrance to Aroostook's interests. If it is the former, let it come in and vindicate itself in the public confidence, and give such a guarantee as would warrant the privilege it holds being extended. If it cannot do this it should be brushed out of the way, and its charter turned over to the people of Aroostook to control the right of way into the County. The people of Aroostook are certainly entitled to know the exact status of the matter, and to have the charter set aside if the existing one is not held in their interest."

In December, 1890 things began to come to a head in a legislative way. Indications at that time pointed to a movement to apply for a charter from some point on the Bangor & Piscataquis line to Patten and Ashland, with a branch to Houlton and Presque Isle. The argument for this was that it would give

Bangor an independent line, and by drawing the freight of productive Aroostook to the Bangor & Piscataquis Railroad, would vitalize that then struggling road, and build it up to profit and importance. It would at the same time give Aroostook the boon of competition and lower freight rates.

Another company, consisting of Geo. I. Tricky, Caribou, Ira B. Gardner, Patter, Frank Gilman and others, proposed asking for a charter from some point in the town of Mattawamkeag to some point in the town of Medway, thence to some point on the Aroostook River in the County of Aroostook.

In addition, the Grand Trunk, as before stated, was supposed to have a scheme to build down through Aroostook to tidewater. But all these had the ever watchful Maine Central and Boston & Maine standing ready to nip any such schemes in the bud.

CHAPTER VII.

The First Publicity Given Burleigh Plan.

The first publicity given to the so-called "Burleigh Railroad Plan" was in the Star-Herald, December 18, 1890. The Burleigh plan, as then published, was to ask the Legislature for a charter for a road to start from Van Buren and extend to some point on the Maine Central, with branches to Fort Fairfield and Ashland. The editorial in the Star-Herald on this proposition was as follows: "An act of Legislature will be asked for the coming session to enable the County to issue bonds to the extent of five per cent of its valuation, amounting to \$500,000, to be taken in stock. After this it is proposed to issue \$400,000 more stock, giving the people of Aroostook the preference as subscribers thereto, and then to issue first mortgage bonds to complete the construction of the road. At 5 per cent the interest on the \$500,000 would be \$25,000, two-fifths of which would be borne by the wild land owners.

"All railroad men agree that the line would be a paying one from the start, so that the County would not be called upon to pay either principal or interest. It is claimed by good judges that in ten years the already large freight traffic would be doubled, and that the increase in property value along the line of the road would be more than the stock taken by the County.

"At a meeting of Pomona Grange held in Caribou last Saturday, Mr. Burleigh presented and explained his plan, which was favorably received. It was then voted by that body to petition

the Legislature for a charter. A committee was appointed, consisting of J. G. Teague, Geo. M. Park and Edward Wiggin, to issue a circular of information to accompany the petition. It was also voted to ask the State Grange to take action in favor of this charter, and of the State granting an enabling act, and Hon. Edward Wiggin was instructed to bring the matter before the State Grange which meets at Lewiston this week."



HON. ALBERT A. BURLEIGH
Chief Figure in Campaign for B. & A. Railroad,
and one of the County's Ablest Citizens

Coincidentally with the movement to organize under the Burleigh plan for securing a short line railroad for Aroostook, the Canadian Pacific Railroad took over the New Brunswick Railroad, of which F. W. Cram was then manager, and made it the Atlantic Division of the Canadian Pacific Railroad. When the change was made, Mr. Cram was urged to remain and take charge of all the C. P. line east of the St. Lawrence River. In that connection he was told "The C. P. has Aroostook bottled. It will go when and pay what the C. P. says."

Mr. Cram questioned the justice of that attitude of the Canadian Pacific, and told the heads of that road that the statement they had made would put an independent line into Aroostook. It did, as Mr. Cram retired, espoused the Burleigh project

and in the end made it successful. He might have gone elsewhere at the time, and got a far easier job, with no gruelling pioneer work involved, at a much bigger income than promoting the Aroostook short line afforded at the outset. He was not only a man of marked ability and force, but he was widely so recognized in railroad circles. Therefore, when he enlisted in the infant enterprise of getting a road for Aroostook, it was a re-enforcement of the undertaking which went far toward solving Aroostook's long-standing railroad difficulties.

The ball was really earnestly set in motion in behalf of the Burleigh Railroad plan by the action of Pomona Grange in the latter part of December, 1890. Speaking of this the Star-Herald in its first issue in Jan., 1891, says: The Aroostook Grangers have set the ball rolling toward an earnest support of the railroad project of Hon. Albert A. Burleigh, explanation of which has been given in our columns.

"In pursuance of this object, Hon. Edward Wiggin, Secretary of the Committee appointed by Pomona Grange, has this week engaged in circulating through the County and State Legislative petitions for signature. These petitions bear the following headings:

"To the Honorable Legislature of Maine:

We, the undersigned, citizens of the Town of _____ County of _____, respectfully ask that an enabling act be passed, authorizing the County of Aroostook to issue its bonds for an amount not exceeding 5 per cent of the valuation of the County, and for the charter for said road asked for by Hon. Albert A. Burleigh and his associates, be guaranteed."

"Accompanying the petition is a circular letter of information as follows:

"Presque Isle, Me., Dec. 26, 1890.

"Worthy Brother:

"A movement is being made in Aroostook County to secure the construction of a short line of railroad to this County. Believing that God helps those who help themselves, Aroostook County Pomona Grange has appointed a committee to prepare and circulate petitions in aid of the project. The Maine State Grange has cordially endorsed the movement. Please have the enclosed petition signed as fully as possible, and return to me at an early date.

George M. Park, Chairman

Edward Wiggin, Secretary of Committee."

The editorial of that issue then says: "Inasmuch as the State Grange at its recent meeting in Lewiston pledged its support to this movement, and as it is one that, on its own merits, commends itself to public support and favor, Aroostook will be likely to go to the Legislature this winter as formidably equipped to press her railroad demand as any section ever was in behalf of any project.

"It would seem as if the Legislature could not fail to grant this just demand and pass the bill asked for, after which it merely remains to establish its constitutionality by the adjudication of the Supreme Court, and then for Aroostook to ratify the plan by voting the requisite five per cent. And when the vote is thus cast, it means a successful issue to Aroostook's thirty years' struggle to secure a railroad."

Mass meetings, petitions, and a local press jammed full of articles booming the Burleigh movement, followed, and the result was that the charter was granted, and the "enabling act," so called, was passed and approved March 19, 1891. In the same session an act was passed and approved, providing that for a period of 20 years from the passage of the act, no railroad should be built into Aroostook which should at any point on its line, be less than 15 miles from the line of the B. & A. Railroad. Provided, that the B. & A. R. R. should, within three years from the passage of the act, have built its line from Brownville or some point on the line of the Bangor & Katahdin Iron Works Railroad to Houlton, and have begun within two years work on its line beyond Houlton, and within four years from the passage of the act have built its line to Presque Isle, Caribou and Fort Fairfield.

The same act authorized the Bangor & Aroostook Company to acquire by purchase or lease the line of the Bangor & Piscataquis Railroad Co., and its subsidiary corporation, the Bangor & Katahdin Iron Works Railroad.

In consideration of the stipulation that it should furnish free transportation to troops and munitions in times of war, insurrection, and civil commotion, the State agreed to remit for a period of 20 years 95 per cent of the taxes on the property and franchises of said road.

By an act approved March 28, 1891, the Bangor & Aroostook Railroad Company was authorized to issue preferred stock to the amount of \$600,000 in addition to the capital stock to be issued to the County of Aroostook, the dividends on which were to be secondary to the stock issued to the County. The \$500,-

000 preferred stock subscription by the County was later added to by \$228,000.

It is saying only the exact truth to assert that if Aroostook had not had an Albert A. Burleigh to step into the breach and take up and push the enterprise of securing a railroad, no railroad relief would have come to this great County when it did, and it might have been delayed for an indefinite time.

The plan he presented, though simple, was original with him, and no other man in the County or State had the qualifications he possessed for pushing it through its initial stages. He laid the foundation to build the structure upon the campaign he conducted to win the support of the people of Aroostook, and to secure needed legislation. This was made possible by his ability, his thorough knowledge of Aroostook and its people, and by the complete confidence they had in his honesty and sincerity.

At the time the idea of County aid to a railroad was broached, half a million dollars was the equivalent of several times that sum today, for Aroostook has now reached a point in the way of accumulated wealth where \$500,000 for any public undertaking is not a staggering proposition. But had any other man than Albert Burleigh come forward with such a plan thirty years ago, the people of Aroostook would have said no, because Aroostook people were then poor, and their experience with railroad promotion which appealed to them for material gifts or assistance, had been very unfortunate. They had not forgotten the flirtation they had with the European & North American in 1870. The vast tract of wild land they lost in that venture represented thirty years ago less than a tithe of its value today, but it was a bad piece of business. Added to that useless sacrifice of wealth, succeeding railroad schemes which promised well, had invariably miscarried, chiefly, as it seemed, for lack of honest purpose on the part of their promoters to build a railroad into Aroostook. Mr. Burleigh was therefore handicapped by what had preceded his enterprise. The whole pathway up to the time he took hold of the job, was strewn with failures, losses and disappointments, brought about by individuals who sought to loot Aroostook of her forest wealth under false pretenses, or by corporations which got control of charters for railroads into Aroostook merely to be used as pawns in a game they were playing with other lines.

But Mr. Burleigh boosted his County Aid scheme forward by sheer force of his personal ability, character and standing.

Almost every man in every township and corporation in Aroostook knew Albert Burleigh, either personally or by reputation, and they were willing to pledge County aid to the limit on the strength of any scheme which had his endorsement.

Had he not come forward as he did and mobilized the energy and resources of Aroostook into an effective unit, things would have continued in suspense, Aroostook would have drifted into the long period of financial depression which began in 1893 and continued for a decade, during which there was an absolute bar to all new railroad and industrial enterprises. She was saved by him at least fifteen and possibly twenty years of the arrested growth and development she would otherwise have had to suffer.

She was saved by his public spirit and splendid devotion to the public welfare, possibly much worse consequences than merely waiting for fifteen years longer than she did wait. "Large bodies move slow," but it seems almost incredible that the Canadian Pacific, to which Aroostook Coultz was tied by the leading strings of the two spur lines, one into Houlton, and the other into North Aroostook via Fort Fairfield, Caribou to Presque Isle should not, sooner or later, have waked up to the potential value of Aroostook as a traffic feeder, and taken active steps to nail down good and solid her control and possession of this territory. All the great "C. P." would have needed to do thirty years ago was to fill in the gap between Houlton and Presque Isle, and to build from the main line a branch into Fort Fairfield, just as the Bangor & Aroostook has done. Thus the building of some fifty miles of road through an easy territory, where the people would have given the right of way, and the towns would have voted substantial money aid, would have stopped all future railroad development in Aroostook, and handed it over, tied hand and foot, to a foreign corporation. Inasmuch as the Canadian Pacific would have been content with what she milked out of the County through a mileage which went just far enough to hold it in subjection, it follows that if Aroostook had fallen into the hands of the Canadian Pacific, the territory southward of Houlton and westward of Presque Isle would not have been developed. There would have been no big lumber manufacturing industries, no Ashland, Fort Kent, Van Buren and Washburn in the modern, up-to-date standard of prosperity; no Millinocket, none of the expansion and vast business prosperity the Bangor & Aroostook Railroad has brought to the County and State.

Following the passage of the so called enabling act, in March 1891, by which the people of Aroostook County were authorized to pledge their credit in aid of the Bangor & Aroostook Railroad to the extent of half a million dollars, there was a strenuous and earnest canvass of the County made, covering all the large towns, and most of the small ones. This canvass was largely conducted by Mr. Burleigh himself, who made journeys often covering long distances by team. He also carried on an extensive correspondence with the leading men in every town in the County, with nearly all of whom he was personally acquainted, and many of whom were his warm personal friends, enlisting, as far as possible, their active aid in securing a favorable vote for the new road. How earnestly and to what effective purpose he labored is shown by the returns of the vote, which was taken Monday, April 20, 1891.

, When the returns from this vote were tabulated it was found that the total affirmative vote was 5182,, and the negative vote was 491. In the list Houlton cast 527, all in favor; Fort Fairfield cast 402 votes to 1 against; Presque Isle 543 yes votes and one vote against. With the exception of Fort Kent the votes against came almost entirely from the towns on the eastern border from Houlton southward, which naturally were not enthusiastic in supporting a proposition which brought them no promise of direct benefit. The vote of Fort Kent, 410 against to 10 in favor is difficult to explain except on the ground that Fort Kent may have been seriously interested in the so-called Grand Trunk project to build southward through the County from that town.

One can see by the large vote cast by Presque Isle, Houlton and Fort Fairfield, as stated, that these towns were intensely interested in the result. A proportionate interest was expressed in every other part of the County. This is not surprising, for the vote for the B. & A. R. R. enabling act was the most important vote ever cast by Aroostook. It laid the foundation stone on which was built to a successful completion what Aroostook had been struggling for for over a quarter of a century.

After Aroostook had voted and done her part, it was after all only a successful beginning. There was as much more to be raised before it was possible to finance the undertaking. Much was hoped for from Bangor, which was interested in getting the proposed new Aroostook line hitched to the moribund Bangor & Piscataquis, a dead and alive institution which had been running for years on the deficit side of the ledger, a serious burden to the city. Bangor also had much to hope from

the building of a direct line into the new and growing County of Aroostook. But Bangor is a financial pool where the fishing is uncertain, and pretty likely to be on the disappointing side even when the bait is attractive. Everything was said and written to arouse Bangor, but Bangor did not enthuse.

In May after the Aroostook vote was passed in April, the newly organized Bangor & Aroostook Railroad Company issued a circular letter to the business men of Bangor, reciting to them the many advantages direct railroad connection with Aroostook would bring them. It was pointed out to them that even with the meagre rail facilities the great County of Aroostook had had, with no hold whatever on the great world outside its borders, it had been the one growing section of the State, and had saved Maine and New England from retrograding in the census returns.

It appears from this circular letter issued to the apathetic Bangoreans, that up to 1877 Aroostook had had but two and a half miles of railroad within her borders. In 1881 this was increased to 59 miles, at which figure it remained until the time of the coming of the Bangor & Aroostook. The European & North American was opened in 1871, and billing from Aroostook to Bangor and points further west commenced January 1, 1872. The first year (1872) the tonnage of freight shipped to and from points east of Bangor was about 13,000,000 lbs., and the bulk of this was Aroostook business. In the first year the E. & N. A. road was opened, 4,000 bushels comprised the potato shipments, but at the time the circular was issued they had increased to 3,000,000 bushels in potatoes and starch combined. In 1877 Aroostook could not ship pressed hay at all, but in 1891 (at the time of the publication of the circular) it was a small year when she did not ship over 10,000 tons. The potato acreage of 1890, double that of 1880, was estimated at 28,000 acres, with a production of 5,000,000 bushels, of which over 1,500,000 was manufactured into starch in the 42 factories in the County.

These statistics, and the interest Bangor had in getting rid of the Bangor & Piscataquis to so good a customer as the Bangor & Aroostook, should have appealed strongly to the people of that wealthy city to take hold and boost the project of building a railroad into their natural tributary territory. But so slowly did the work of selling the preferred stock of the new road go that on the date of October 8, 1891, when a statement of the Bangor subscriptions, with a list of the names of subscribers was published, only \$107,000 had been taken. On the 15th of the same

month individual subscriptions in Aroostook to the preferred stock of the Bangor & Aroostook Railroad aggregated \$29,800. Capitalists whom efforts were being made to interest in financing the new line required a stock subscription of at least a million as a prerequisite to putting in their money to the needed amount, so that in the fall of 1891, notwithstanding what the County had voted and private citizens had subscribed, there was a big gap remaining to be closed up. The responsibility of boosting the subscriptions up to the necessary amount, and of putting the financial part of the job through fell to Mr. Cram, and for many months he never rested on his oars for a single day, in prosecuting the wearisome and discouraging task of getting the pledges up to the required amount.

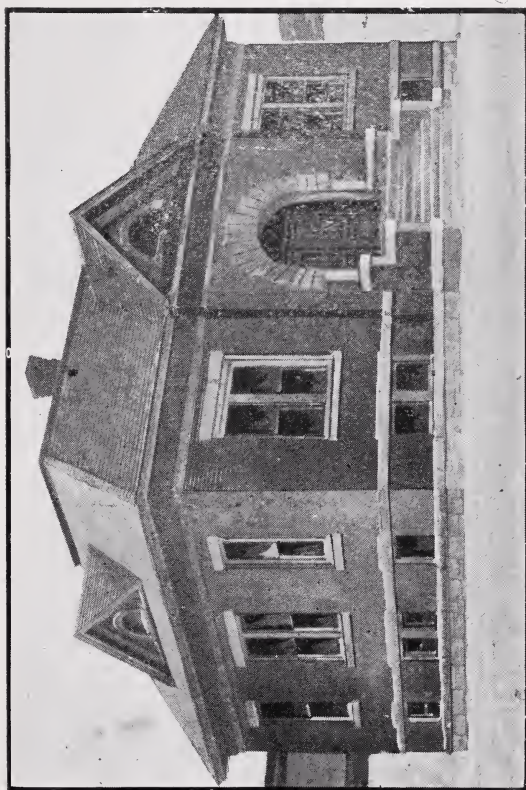
It is no exaggeration to say that no great enterprise started in Maine was ever more fortunate than the Bangor & Aroostook Railroad in the resolute spirit, the energy, and the well directed effort of its two chief promoters. They labored constantly, earnestly and persistently, with a zeal which no obstacles could discourage, and with splendid courage.

During the time that the enterprise was climbing the steep and rocky hill on its tedious road to the top, hundreds within and without the County lent a hand, but all were directed and inspired by the two men who had charge of the destinies of the enterprise, and indirectly of the County which was so vitally interested in its failure or success.

The Star-Herald canvass, whose list was headed by a subscription of \$200 by A. R. Gould, additional to what he had previously given, which continued for a number of months, gathered in a total of over \$30,000 in stock subscriptions. This was conducted by its agent, the late A. E. McGuire, whose work was backed up by articles published each week booming the subscription campaign, and by weekly publication of the names of subscribers.

The city of Bangor subscription was largely raised by the personal solicitation of Mr. Cram, as were also additional outside subscriptions from mercantile firms in Portland and Boston interested in the trade of Aroostook, and subscriptions of some thousands of dollars which came from potato dealing concerns in Boston.

The great capital event in the work of bringing the subscriptions up to the million mark, came in the opening month of 1892, when the American Express Company signed up for \$200,000 worth of the preferred stock. When this came Bangor had con-



PRESQUE ISLE PUBLIC LIBRARY

tributed around \$150,000. From Aroostook and outside sources had come about \$50,000, and this, together with the half million dollars of County aid, and the Express Company's big lift put the total up to about \$900,000. This left \$100,000, an amount which was gathered in more speedily as a result of the stimulus the enterprise received from the big donation, and the seal of assured success which it placed upon it.

The Express Company's subscription brought many congratulations to Mr. Cram. Hon. E. C. Burleigh, then Governor, sent the following message: "Accept for yourself and your co-laborers my hearty congratulations on the splendid subscription that will undoubtedly assure the success of the great undertaking for whose advancement you have labored so earnestly. The road will pay from the start, and its construction will stimulate the future growth and prosperity of our State." All the daily and many of the weekly papers of Maine joined in the chorus of congratulation, and it was an event worthy of it, for it brought into the limelight the importance, magnitude and significance of what this set the seal of certainty and success upon.

Of the American Express Company it may be said that in making this subscription it was not acting in any spirit of mere sentiment or soft-hearted benevolence toward the long-suffering people of Aroostook. It was merely a hard-headed business transaction, to get even with the Canadian Pacific, which drove the American Company off its line, and gave the business the American Express Company had been doing, to the Dominion Express Co. Had the C. P. Ry. fostered the American Company, there would have been no \$200,000 subscription to the stock of the new Aroostook short line road, and without that subscription, with the material aid and moral support and prestige it brought the struggling enterprise, possibly that enterprise might have failed of success. This was even probable, as the gap this then big subscription closed, could hardly have been bridged before the hard times settled down upon the country, and strangled every enterprise which had not gotten everything in the way of finance securely settled and tied up.

However, as we understand the record, Mr. Cram so far succeeded on the strength of the million dollar stock subscription in his task, that his initial success in that line sufficed to finance the building of the line to Houlton. Then it got into the slough of the prevailing general depression, and construction beyond Houlton might have been suspended had it not been for Mr. Burleigh. When the road had reached Houlton, its financial

backers absolutely refused to furnish further funds to extend it north of that point. In that crisis Mr. Treat, the contractor, went to Mr. Burleigh and declared that unless he got orders within a week, he would be compelled to give up the contract and go elsewhere. In that juncture, when the capitalists who were backing it had apparently deserted the enterprise, Mr. Burleigh stepped into the breach, and by pledging his personal credit to the limit, pushed the work forward. As a result the road was graded during 1894, and the track laid to Caribou and Fort Fairfield, and opened to traffic the first day of January, 1895.



FIRST TRAIN TO ARRIVE IN PRESQUE ISLE
OVER B. & A. RAILROAD

The splendid courage and loyalty of Mr. Burleigh was successful, as the extension of the road greatly increased its earnings, and enabled it to make a good showing for 1895.

It will be remembered that this period marked the hardest times Aroostook has ever known, and the added revenue brought to the line by Mr. Burleigh's courageous act in putting at risk all his fortune, it is not improbable, saved it from going to wreck almost immediately following its partial construction.

The articles heretofore published in this series have been written with the purpose of tracing the history of the railroad movement in Aroostook from its beginning to the point where

it was finally successful. This point was reached when a stern or trunk line direct railroad was pushed through as far as Caribou. The branches and extensions which have come later have followed as a logical sequence to the building of the main trunk line.

The original conception of the Burleigh plan was a railroad to connect with the Maine Central at Mattawamkeag. When Mr. Cram came into the enterprise, the original plan was wholly re-shaped. The Mattawamkeag connection with the Maine Central was abandoned, and the plan of amalgamating the proposed Bangor & Aroostook Railroad proper with the Bangor & Piscataquis Railroad was adopted. This involved a radical change, the location of the line as approved by Mr. Cram swinging westward, and after traveling a region of country commonly supposed to be barren and unproductive, made a connection with the Bangor & Piscataquis line at Brownville. This change met with criticism and even protest in some quarters in Aroostook. It was claimed that the route chosen was through a poverty-stricken wilderness, and that its choice was dictated by the motive of serving the interests of parties interested in the Bangor & Piscataquis, and other selfishly interested individuals and corporations.

Results have proved that this view was unfounded, and that the plan of Mr. Cram was eminently wise, far-sighted, and in the interest of developing a strong, self-sustaining and independent railroad. The so-called "barren wilderness" has proved to be immensely rich in resources of the sort that maintain railroad freight traffic. No sooner had the rails been laid through this vast forest tract than the little settlements which were found on the way began to grow and thrive; new settlements sprang up, and finally the Great Northern Paper Company came, and selecting what was to all appearances the barrenest and nakedest spot on the line, made it the site of a big pulp and paper industry—so big that a flourishing village, as populous and quite as up-to-date as the best villages in North Aroostook, has sprung up around this single plant. We have not the statistics of tonnage this one plant contributes to the railroad, but we think we are not mistaken in saying that in outward and inward freight, it represents a volume as large and important as the combined townships of Presque Isle, Caribou and Fort Fairfield.

In addition to forest industries this Houlton to Brownville Junction part of the Bangor & Aroostook opened up a hunting and fishing resort not surpassed in New England. The tract

itself, and the region which it serves as a gateway, have attracted additional thousands of pleasure seekers to Maine annually. Each year the management of the new line, with commendable enterprise in exploiting this field of patronage and profit, has advertised these attractions throughout the country, with great resulting benefits to itself and to the State.

It is a fact, of course, that the primary and fundamental reason for building the Bangor & Aroostook Railroad, was to give the great County of Aroostook, with its thousands of fine and productive farms and its many splendid communities, access to the outside world, but from the standpoint of immediate profit returns, the great, and at the time supposedly worthless timbered area it penetrated, has turned out to be a gold mine of almost fabulous value. This was because it had forest resources vastly greater in extent and variety than had been dreamed of, and because, in the lapse of time, this forest wealth has increased in value in some cases fifty fold.

The addition of this new asset to Maine's industrial list, and this magnificent contribution to Maine's present and future progress and prosperity must be credited to Mr. Cram, whose brain and hand have been creating factors of the first importance in shaping and directing Northern Maine in the pathway of a great and broad development.

Incidentally, as a part of the plan, it was no mean achievement that pulled the Bangor & Piscataquis Railroad up out of the slough it had gotten into, and made it a progressive and up-to-date railroad. Since it was consolidated with the Bangor & Aroostook it has got into swing and has kept pace with its virile and progressive young partner.

Since the opening of the main line of the Bangor & Aroostook to Caribou, successive additions have been made, the entire system as it stands today representing, we believe, over 500 miles. The first move was in the construction of the Ashland Branch in 1895, which now runs from Oakfield Junction on the main line to Fort Kent. The building of the Ashland branch involved another grant of County aid on the same terms and conditions as applied in connection with the building of the main line. Following this came an extension of the main line to Van Buren, this added development being aided by the application toward its construction of \$60,000, the residue left after the legal \$4,000 per mile limit of County aid of half a million had been expended on the main line to Caribou and Fort Fairfield.

The earlier development provided for the needs of the great

agricultural belt of fertile country in the eastern tier of townships, and it also opened up the immense timber territory of which Ashland is the center. Great mills and later great tie, pulp, and an infinite variety of small wood industries sprang up on the Ashland branch, and at Van Buren, when the road had been extended to that point, it resulted in the building there of the largest lumber manufacturing plant east of the Pacific Coast. Through the coming of the B. & A. Railroad the lumber industry of the County has not only been expanded, but entirely revolutionized. Prior to the coming of the railroad the only outlet for the forest products of Aroostook was the St. John and the numerous tributaries of that river which penetrated the county. The lumber industry long ante-dated the farming industry in Aroostook; went back to a date prior to the so-called Aroostook War, and was to a great extent the occasion of the clashes and disputes which culminated in that near war with Great Britain, and finally led to a settlement through the Webster—Ashburton Treaty negotiation, of the boundary line, as it is now fixed. The river highway carried off into New Brunswick the wealth of pine timber which once covered Aroostook; it then took vast quantities of hardwood timber for shipbuilding uses. When spruce at last became recognized as a forest product of very important commercial value, then the spruce, just as the pine had done, began to be drained from Aroostook to a foreign seaport, for manufacture there and re-importation into American markets under legislation which permitted the industry to be so carried on. On or about the time of the building of the B. & A. Railroad the law which permitted this practice was repealed, the reasons urged for changing the existing system being that it was unjust and prejudicial to American rights and interests, and was a privilege which generally led to abuse through being made a cloak for the bringing in duty free of a vast quantity of Provincial manufactured lumber.

The handicap to Aroostook's progress and prosperity of having its great lumber cut annually floated away into a foreign country for manufacture, ceased when the B. & A. Railroad came. The tide then turned from the river which led across the boundary line to St. John, to the "steel river," which took the millions of feet of manufactured lumber from mills on American soil, and transported the product to American markets. This in itself was a revolution which wrought a vast change for the better in Aroostook. But it did not stop there, for an immense percentage of forest products which had no value before, became valuable

when the railroad came, and afforded facilities for utilizing them. The value of this variety of forest products in the lapse of years, and under new conditions which have arisen and made a demand for them, has been almost beyond calculation, the vast accretion of added wealth, and the broadened industrial prosperity being very largely the result of the coming of the railroad.

While the timber country to the westward, and the extreme eastern strip of settled farming country along the boundary line from Houlton northward had their needs met by the main line of the Bangor & Aroostook and the Ashland Branch, there was still left out in the cold, so far as railroad relief was concerned, a large belt of settled and highly productive farming country between the main line and the branch, so distant from a railroad on either side as to be practically without rail accommodation. In this belt were Mapleton, Castle Hill, Chapman, Washburn, Wade, Perham and Woodland. These towns represented some of the best and most industrious communities in the County. Their citizens voted to assume the large financial obligation involved in securing rail accommodation for other communities, but they were compelled to wait for a long period before the railroad finally came to their doors. Fortunately they have now a rail outlet, by a course of development which the railroad itself did not seek of its own option to assume, but which circumstances compelled it to go into.

At the present time Aroostook enjoys, as a County, the advantage of rail transportation furnished by the Bangor & Aroostook, whose facilities reached nearly every settled portion of the County. The Bangor & Aroostook Railroad pretty completely covers a large area of Aroostook. And it covers it by a very complete and comprehensive system.

As an incident to the policy of broadening the base of the system, stabilizing it and making it independent, there was added the Searsport branch, which gave the line a seaport terminal. The whole plan, the rich and extensive territory the road serves, and the future development sure to come, make the Bangor & Aroostook a big road in the class of little railroads in the country.

Under its first active and directing head, F. W. Cram, who largely created the system, it succeeded in the achievement, unique in railroad history, of taking off the hands of the people of Aroostook, the entire burden of indebtedness which the County assumed in order to aid the financing of the line. So far as

we know it has served the needs of the County to a great and more complete extent, more effectively and in more enterprising fashion, than was ever dreamed of by those who were working for our Aroostook short-line railroad in the early days.

It has not escaped the storm of anti-railroad sentiment which a decade or more ago swept the country, when "sowing to the wind" in abuse and misrepresentation was the fashion, to be followed later on, and notably today by "the whirlwind" which proverbially succeeds such reckless seed sowing.

But on the whole its record is good, and it is a monument to the arduous and untiring labors of its founders.

CHAPTER VIII.

Electric Development In Aroostook.

At the present time Aroostook enjoys as a County the advantage of rail transportation furnished by the Bangor & Aroostook, whose facilities reached every settled portion of the County, and which is a line that has reasonably satisfied the expectations of those who planned and helped to build it. It also has the more limited advantages of the service rendered by the Canadian Pacific Railroad. Finally, it has acquired more recently an electric railroad which serves a very important service as a public utility in a comparatively small area of which Presque Isle may be termed the center.

As the coming of the electric road may be said to round out the story of the railroad development of Aroostook, and bring it up to date, it is not out of place, though it is a recent enterprise to give a sketch of its history in this connection. It is the more pertinent because the telling of the story of the electric road tells the story of the various enterprises of one of the County's citizens whose energy and initiative, covering a period of thirty-five years, have been particularly fruitful in advancing the welfare of his community and the County as a whole.

We think it is a fact that, favored as Aroostook is in natural advantages, these factors are entitled to less credit for its progress and prosperity than the fact that it has had from first to last the benefit of individual energy, initiative and enterprise in its leading citizens, and material of the most substantial quality in the whole body of its citizenship. Able and progressive men are rarely attracted to communities which are dead and inert in spirit, and if, by accident, they settle in such places,

they do not long remain, but seek other and more congenial fields.

Among the wide awake and forceful citizens Aroostook has had, we have no doubt all will agree that the man who has done as much to put it on the map as any other, whose career has shaped itself in the most unique and unexpected way, measured by the kind of things he has done, and their bigness and importance, is Mr. Arthur R. Gould of Presque Isle.

In the thirty-five years he has lived in the County he has made no greater success than many other men, measured in some ways. But the special interest in what he has done is that what he has brought about has not conformed to any program that any man acquainted with the place and its opportunities would have accepted as among the possibilities of a business career begun and worked out here.

Arthur R. Gould was born in Corinth, Maine. Such contact as he had with books and schools came to an end before he was sixteen. At that time he went West, and as was quite natural, found his way to the home of an elderly uncle in Ohio. This uncle was a hard-headed, practical man, and the way Gould began life in the West was in taking a job from his uncle to cut, split and pile up five hundred cords of two-ft., hickory wood. By the time he got through with this contract, it furnished a pretty good sort of post graduate course for this young graduate of the Corinth, Maine, common schools. It was practical education of the genuine sort, and gave Gould at sixteen an idea of the flavor and sweetness of manual labor.

Coming back East in 1880 he set up for himself in the tobacco business and in the fall of 1886 came to Presque Isle, hired an office in what is now the Forgie Brothers store, and engaged in the wholesale tobacco business. In 1889 he purchased of the late C. F. A. Johnson the mill known as the Aroostook Lumber Co's Mill, pretty thoroughly remodelled the mill, supplied it with up-to-date equipment, and operated it as a local mill for custom sawing until the advent of the Bangor & Aroostook Railroad. Concluding that the facilities for transportation to the Boston market, which were afforded by the building of this railroad justified him in the venture, he began to manufacture long and short lumber and ship it by rail to the Boston market. In this business Mr. Gould was the pioneer in Northern Maine, and the entire revolution in the lumber manufacturing and shipping business, has been subsequent to his initiative in that direction.

Mr. Gould was fully justified on business grounds, but his venture had a great deal to contend with when, in common with all other lines of business in Aroostook it was overtaken by the disastrous panic of 1894—97. That he was able to pull through this disastrous business depression was only due to his indomitable energy, courage and resourcefulness.

It was in the development of plans to put this business on a broader and better basis that he took steps which led indirectly into very much larger and more important fields of industrial development in which he has been a large figure, has been conspicuously successful individually, and has brought great benefits to the public.

What happened to radically change the course of Mr. Gould's career, and in fact to revolutionize it, was his waking up to the realization that the source of his lumber supply, which was on the territory drained by the Presque Isle Stream, was not only liable to be exhausted in the early future, but that the high charges exacted by the timberland owners in that territory was going to impose too heavy a burden upon his business. He accordingly looked about for other sources of supply, and then the idea occurred to him that if he only had some easy means of transportation from the Aroostook River to his mill his problem of a more abundant and a cheaper supply of logs would be solved. He found a good holding ground for lumber at a point on Bull's Eddy, about five miles from Presque Isle village on the Aroostook River, and then began to figure on the cost of construction and operation of such a railroad as would suffice to serve the purpose he had in view. In the course of this inquiry it occurred to him that if such an enterprise were undertaken, it would be a good business proposition to extend the proposed line up the Aroostook River as far as the village of Washburn, which community at that time was without any railroad outlet. With characteristic energy Mr. Gould entered upon the preliminary steps of developing this enterprise, and as a matter of course was offered the willing co-operation of all the citizens along the line and in the village of Washburn, whose interests would be benefitted by the proposed railroad outlet. A preliminary survey was made, and very good encouragement was offered by the citizens of Washburn and intermediate sections in pledges of aid and in stock subscriptions.

At the last stage of the enterprise as thus outlined and planned, it finally became evident to his mind that the cost of running the road by steam power generated by coal,

would not justify the undertaking, as it would be too expensive a proposition.

Mr. Gould then, instead of dropping the whole matter, and dismissing it as impracticable, as many men would have done, sought some other solution of the difficulty and finally found a possible one in the development of the Aroostook Falls water power. With a view of taking the preliminary steps in this direction, he entered into negotiations with the party who then supposedly controlled the Falls, through holding a charter for its development, and the ownership of the necessary land and shore rights. He was successful in acquiring these rights from the party holding them, and then entered upon the undertaking of making such surveys as would determine the amount of water power at the Falls capable of development, and the feasibility of carrying the scheme into practical fruition. Such surveys as Mr. Gould had made by hydraulic engineers favored his general belief that the amount of water power at Aroostook Falls justified the outlay that would be necessary in developing this power. But his optimism in regard to the enterprise was not shared by the general public, and the undertaking suffered from no small amount of criticism and opposition bred merely of a natural disposition in many people to throw obstacles in the way of any one who undertakes such an experiment as Mr. Gould engaged in in the attempted development of Aroostook Falls power. Capital is naturally timid in lending itself to the support of an untried venture, and in the case of the one undertaken by Mr. Gould, there were plenty of men of reputation and judgment in business circles who discouraged the scheme as visionary, on the grounds, as they said, that the power at the Falls would be trifling in volume, and would be subject to being entirely wiped out in seasons of any considerable drought.

He, however, kept on, and finally, by surveys and re-surveys by experts on water power, established the fact, so far as a fact of that kind can be theoretically established, that there was abundant power for all purposes contemplated in the scheme of development.

One necessary phase of the work of promotion was that of interesting local individuals and sections who would be affected in their business interests by the development of the water power, to lend encouragement to the enterprise and to subscribe financial aid. This was a very long and a very discouraging part of the work, but it was finally carried so far to success, as to lay the foundation for the necessary stages of financial promotion of the scheme.

One very difficult part of the work of promoting this enterprise was in overcoming the legal and technical difficulties involved in the work of acquiring necessary franchise rights, and such land titles connected with the property to be developed as was necessary for the flotation of bonds, and other extension of credit necessary in the course of the project.

This involved much legislation in New Brunswick, and a resort was also necessary to the Dominion Parliament, which proved to be a very long and tedious process. The acquisition of necessary land titles, advice in regard to the various steps in organization was furnished to Mr. Gould, at every step of the progress of the enterprise by the late Hon. Herbert M. Heath of Augusta, without whose counsel and interest in the matter, and whose confidence in the scheme being well founded, he would probably not have been able to land his project successfully.

As all know, the many and various difficulties met with were finally overcome, and the Aroostook Falls power, through the initiative, courage and great executive ability of Mr. Gould, has entered successfully into the business and industrial life of all Aroostook County, and to quite an extent into New Brunswick, and all know what a great factor of benefit it is to the County, and how much it has contributed to the business and social well-being of widely scattered communities.

When the Falls power had been developed, and had been put into very extensive operation, and after it had, in and of itself, demonstrated that it was a great and successful business enterprise, Mr. Gould then reverted to his original idea of making use of this power by the operation of a railroad. To this end he took up the matter of promoting such a line from Presque Isle to Washburn, and as a preliminary thereto made the necessary surveys. As before, he received very warm encouragement from Washburn people, and notwithstanding much opposition, was successful in getting a vote from the town of Presque Isle to subscribe for twenty thousand dollars of stock of the proposed road. As with the original undertaking to develop the power, so with the railroad enterprise, no end of obstacles and discouragements presented themselves, and it was a long time before the point was reached where it could be said that the project was safely financed and a certainty of being carried out. When its success was at last assured by support given to it by the Canadian Pacific, in the shape of a guarantee of bonds of the new electric line, the management of the Bangor & Aroostook became

alive to the effect that the building that this road would have, in robbing their line of traffic in an important part of their territory. The result, as all know, was that the Bangor & Aroostook Railroad, to protect its interests, built extensive additions to its line, through which additions such towns as Washburn, Mapleton, Perham, Woodland, part of New Sweden, Wade, Castle Hill and Chapman, have been afforded much needed rail facilities to connect them with the outside world. This is a large and very fertile portion of Aroostook, and up to the time of the building of the railroad into it, its people had been suffering many inconveniences for lack of a railroad, and progress in increase of wealth and population was practically at a standstill. This whole territory is now as well supplied with railroad facilities as any portion of the County, and its people have this great benefit and advantage as the result of the electric railroad built by Mr. Gould, which forced the hand of the Bangor & Aroostook Railroad, and resulted in giving them, not only one, but two lines of railroad.

Since the coming of the steam and electric railroad transportation, the change in these different towns amounts to a veritable transformation in the way of increased prosperity.

The town of Washburn may be taken as a fair representative of the group of towns affected by the building of the railroad extensions referred to. In Washburn the record shows that in 1909, the year when the town first acquired railroad facilities, there was appropriated \$900 for free high school. In 1921, the appropriation was \$9983.66, a little over ten times as much. In 1909 the record shows that the total valuation of the town was \$299,613. In 1921 it had grown to \$831,675. It is estimated that since the coming of the railroad to Washburn, the increase in the potato acreage has been six fold, and that the same ratio of increase could be applied to the growth of the village, and to the increase in the volume of business done in the town.

CHAPTER IX.

Other Developments In Gould's Career.

The Gould Electric Line or the Aroostook Valley Railroad, as it is called, after being built through to Washburn, was subsequently extended to New Sweden, and still later a branch line was built to Caribou. It has been a great success as an agency of development in the section of country it has opened up, and

has also been an important feeder for the Canadian Pacific Railroad, with which it connects at Presque Isle.

"It is a standard gauge, finely constructed and thoroughly up-to-date road, equipped with ample rolling stock of the best type, and after important changes in grades, which are at present being made, are carried out, will have a maximum capacity for handling all present and prospective traffic on its line. Essentially a freight carrying proposition, and thoroughly equipped for that purpose, with abundance of power, it is also well equipped for meeting all the demands of the passenger service in its field, and furnishes its patrons excellent accommodation in that direction.

What this road has done as an adjunct to the Canadian Pacific road the record of increase of traffic on the Canadian Pacific branch since 1910, when this feeder was added to the spur line running into Presque Isle, well illustrates. Eleven years ago the record shows that the volume of business done at the C. P. Station in this village was about \$50,000 per annum. The past year, 1921, there was handled almost \$1,000,000 of business at this station. This enormous increase is almost entirely due to the added business which the Aroostook Valley Railroad has brought to the Canadian Pacific.

If Mr. Gould lives, the same energy and ability which have accomplished thus far in his career such surprising results, will supplement the present development he has succeeded in making in electric railroad transportation, with a much more ambitious and more important addition to the existing line.

After extending the line to its present limits, the idea was conceived by Mr. Gould of pushing it still further. Desiring to strengthen what he had built by additional freight traffic, it occurred to him that this might be done by an extension of the line into the great forest domain which lies between Washburn and the western boundary of the State. Promptly following out this suggestion, Mr. Gould for the past ten years has been tirelessly and persistently at work upon the development of a plan to push through a line of railroad, familiarly known to the public as the "Quebec Extension."

Beginning at a junction with the present Aroostook Valley line at Washburn, this projected line would extend westward to the boundary between Maine and the Province of Quebec, a distance of 111 miles. A final survey has been completed, which shows a good route, with many water powers along the line, easy of development, which would afford ample and cheap power

for its operation. At the western boundary of the State, connection will be made with the Quebec Central Railroad, and thus a short line from the western Provinces of Canada, and from the Western States will be afforded. Such a line would not only develop a territory of immense timber and agricultural resources, but would give Aroostook an additional outlet for reaching the markets of the world with her products, and would enable our County to bring in freight from the West much more cheaply than the same commodities can be handled under existing conditions of freight transportation.

The region to be thus penetrated by railroad is one of the most interesting sections of undeveloped country in the United States. It is probably the largest remaining area of virgin forest to be found in the East, and is a region of enormous richness in its timber resources.



WINTER SCENE IN GREAT WESTERN
AROOSTOOK FOREST

After a point perhaps thirty miles west of Ashland is reached, the wilderness is in its absolutely virgin state, and the old-time logging road by which it is now traversed, runs through a forest with countless millions of feet of the very finest spruce, hemlock, cedar, fir and all varieties of hard wood indigenous to forest growth of this latitude.

It is a somewhat curious fact that in traveling from Ashland westward, when one reaches the divide between the waters of the Aroostook River and the Allegash, there is noticeable a marked change in the timber growth. Immediately one has crossed this divide the forest growth becomes thicker, the trees of all kinds taller, and the timber growth generally more heavy.

For miles upon miles on the Allegash side of the divide, the spruce and pine trees stand in thick ranks, many of the pines rising to the height of a hundred and fifty feet, and spruce a hundred feet high. Ridge after ridge of the very finest hardwood abounds and hundreds of million of feet of cedar trees which have apparently never been touched by the axe. It is estimated that there are many townships in that wonderful region, which have growing upon them not less than two hundred million feet of timber.

During all the years that Aroostook has been settled, or has been sought by lumber operators, this vast region has been growing, and annually the waste from decay of trees of all kinds has been enormous. The building of a railroad would prevent all this process of waste, and would conserve the great resources of this region for commercial and economic uses. With the advent of a railroad there should go the adoption of some wise policy of protecting this magnificent forest from being despoiled and converted, as too many other once great forests of the country have been, into a barren waste.

One unused to forest life and forest scenery can add to his store of observation of what is interesting and beautiful, one of the most vivid experiences of his life, by taking a trip through this great wilderness either in the winter or in the summer. Besides its impressive evidence of vast forest resources, its natural beauty and its novel and wonderful scenery are things that furnish a revelation to eyes which are unused to them, and which appeal to one with ever renewed freshness and inspiration.

Besides the vast timber resources the configuration of the country and the character of the soil are such in this wilderness domain of Western Aroostook as to invite agricultural development, so far as it is possible under existing conditions to promote such development in that region. We have heretofore called attention to the obstacles now in the way of such development, growing out of the fact that all these forest lands are locked up in the hands of private owners, who are averse to having their timber lands broken into by settlers, and to the further fact that there is no class available in these days, of the right

material to undertake the task of hewing farms out of the raw wilderness, as it was done by the pioneer settlers of Aroostook.

Millions of acres are comprised in this western wilderness of Aroostook, and if a railroad were built to make its wealth of timber accessible, under proper and economical methods of operation, this great forest would yield an indefinite harvest.

Long before this, but for the interruption and derangement to all enterprises and industries caused by the war, this proposed Quebec Extension Railroad would have been built and would now be adding its contribution to the prosperity of the County and the State.

Before leaving this branch of the subject, it may be worth while to speak generally of the course of industrial activity which has been carried on in the forested region of Northern Maine.

This vast timber tract was what first called attention to Northern Maine. It attracted lumbermen from Maine and New Brunswick, which were rival claimants to ownership of this disputed territory. This led to frequent clashes and quarrels, and finally precipitated the so-called Aroostook War.

The first stage of the lumber industry in Northern Maine was the stripping away of the enormous wealth of virgin pine which then existed. For some time after the pine was gone comparatively little value was attached to spruce and other kinds of soft wood timber, and it was during this period of ignorance and indifference to the present and prospective value of these timber lands that the State was led to squander them, and thus part with the priceless heritage of wealth in them which rightly belonged to the common people and should have been preserved for their use and benefit.

In due time spruce and other forms of softwood lumber came to be recognized as valuable timber for building purposes, and with the growing recognition of the commercial value of spruce, a great lumbering industry sprang up, and was carried on for many years, the product of the Northern Maine forest finding an outlet to market by the St. John River and its tributaries, on which they were floated to St. John city and there manufactured and finally marketed in various parts of the United States.

With the advent of the railroad this lumber manufacturing industry was entirely revolutionized, large mills being planted at various points on the Bangor & Aroostook Railroad, the manufactured lumber finding an outlet to market by rail.



ARTHUR R. GOULD

From the time that this change began, with the exception of some periods of depression, such as occurred in the panic era of 1893—97, timberland values have gradually and constantly increased. Within a comparatively recent date the introduction of the pulp industry has still further revolutionized conditions in the lumber industry, and caused very rapid and very great appreciation of values in timber land. This change has been so marked that in the course of thirty years past the value of timbered land in Northern Maine has been increased upon an average perhaps twenty-five fold.



Great Stand of Virgin Spruce, and Giant
Pine Tree 150 Feet High

The great forest domain very largely within the borders of Aroostook, which the State parted with for a song, so unwisely many years ago, now constitutes the greatest single item of the State's wealth, and great solicitude is had for its protection, chiefly against its greatest enemy, which is fire. To provide against this there is now a very elaborate system of patrolling the forests in operation, and also scores of look-out stations, which are

located on the summit on every considerable elevation or eminence in the forest region. These observation towers have charts upon which the surrounding forest area is duplicated, and by means of which the fire warden can immediately locate any fire which springs up within the range of his observation.

These look-out stations are also connected together by a network of telephones, and all in all they furnish a very remarkable demonstration of what ingenuity has been able to devise in carrying out such an important work as forest fire protection.

Reverting to the career of Mr. A. R. Gould, which it is worth while to complete in a record of this kind. A chapter in Mr. Gould's active life is pertinent to relate in this connection, although it is not strictly a part of the development of Aroostook. It has reference to the part he has played in giving to the Province of New Brunswick an important extension to its railroad mileage. This was in the course of promoting the building of what is known as the St. John Valley Railroad, a line which at present extends from Centreville, Carleton County, to Gaagetown, Queen's County, a distance of 120 miles. A Woodstock to Centreville road had been under agitation for many years, as also a larger enterprise, including the Woodstock to Centreville proposition, of building a railroad to serve the needs of that section of New Brunswick lying west of the St. John River, a rich country agriculturally, and inhabited by a thrifty and industrious class of people.

In promoting this enterprise Mr. Gould had in view the building of a road, to be operated electrically, which should work into a comprehensive scheme which included his proposed Quebec Extension road, and which, as a whole, would form a through line from connection with the C. P. Railroad system at the western boundary of the State to tidewater at St. John. It was a bold project, full of big possibilities in a railroad transportation way, and after some five years of very hard work, it was partially carried out by the promotion and building of the 120 miles of railroad referred to. The capital for this was supplied in part by subsidies granted by the Dominion Parliament, and the New Brunswick government, and in part was supplied by capitalists whom Mr. Gould induced to invest their money in the enterprise, on the strength of securities guaranteed by New Brunswick and the Dominion government.

This chapter in Mr. Gould's railroad career added to his experience, broadened very largely his circle of acquaintance with big men in the world of railroad finance, thus increasing

his reputation and influence, but its benefits to him personally, were only indirect. The direct result was that he put in five of his best and most productive years wrestling with the crooks and curves of New Brunswick politicians, who finally succeeded in stacking the cards against him, and robbing him on purely technical grounds of the just reward he was entitled to for the great work he had accomplished.

Many minor enterprises and activities highly beneficial to the community in which he has lived so long, stand to his credit as a citizen. Early in his residence in Presque Isle, he acquired by purchase an undeveloped tract of land on the west side of the Presque Isle Stream, and mostly within the village limits. This tract of 100 acres he bought for a few thousand dollars, added to its value by improvements which he himself made, and by what was done by others to whom he sold lots for homes. The result is that this property now represents a valuation of probably half a million dollars. This is what is known as the "Gouldville Addition," or as more commonly referred to, Gouldville, and it has been an important addition to the growth and prosperity of the village of Presque Isle.

Mr. Gould's interests and activities have been almost wholly in the world of business, and in this field he has demonstrated great energy, far-sightedness, business courage and resourcefulness, so that today his reputation is not confined to the limit of his town and county, but he is recognized as a man of business weight and character, far beyond local limits, among big business men.

Though he was induced to serve for one term in the State Senate, where, during the short time he was at the State Capital he became recognized as a positive force in legislative counsels, he is in no sense of the word a politician, and finds the ways of politics and the means of exerting influence and bringing about results that are demanded in that sphere of activity distasteful to him.

It would have been surprising, however short was the time he was in politics, if Mr. Gould had not accomplished something of permanent and substantial value to stand as a memorial to the importance to the State of his legislative service.

When he began his career as a Senator, in the session of 1920, among the committees upon which he was appointed, was that on State Homes and Schools for boys and girls. As chairman of that committee, he was brought into contact with conditions of life as they exist in the homes which it was the duty of

this committee to investigate. Among these institutions was the Home for Boys at South Portland. This home he found without proper school facilities, and he found its superintendent, Mr. Charles Dunn, a large-hearted, faithful, and highly capable man for the place he filled, very much handicapped by the lack of these needed facilities.

As a result of the investigation made there, at the instance of Mr. Gould, the committee of which he was chairman recommended an appropriation of \$20,000 for the construction of a new building. This met with the approval of his fellow members in the Senate, but was vetoed by the Governor, whereupon, to carry the good enterprise of providing an appropriation for the much needed building, Mr. Gould offered to match \$10,000 of his own money against \$10,000 of the State's money. This proposition was accepted by the Governor, and a bill to that effect was framed and passed unanimously.

In the present month, on the 28th of July, 1922, the ceremonies of dedication of the completed building are to be carried out, and the structure called the "Arthur R. Gould School for Boys," will begin its mission of usefulness and benefaction, and will remain a lasting monument to the man whose generosity, whose sympathy and interest for poor boys has made this addition to an institution established for their care and training possible.

It was found possible to build a forty thousand dollar school building as a result of the raising of this appropriation of \$20,000, on account of the generosity and consideration which dealers in building material were found to have for the enterprise, on account of the co-operation manifested by the business men of Portland, and more than all else, through the willing and zealous labor of the boys of the school, who did the major part of the work under the direction of Mr. Pratt, one of the superintendents of the school.

Before leaving the subject of Mr. Gould's various activities and enterprises, it may be worth while in passing, to note the phenomenal growth of electric power development since the first year the plant was opened. It will be recalled by many that when this plant began operating it was freely predicted that it would not furnish power enough to meet the demands of Houlton, Presque Isle, Fort Fairfield and intermediate towns. How far short of the truth this prediction was is shown by the fact that it is today supplying power for every town in Aroostook except Ashland. The gross revenue the first year was \$23,000;

the last year it was \$225,000, and there is plenty of power for sale yet, and an ample reserve for further development of the County.

At the time that the plant was set in motion, such a customer for the power as a pulp mill was not dreamed of, but at the present time one such industry, the pulp mill at Van Buren, uses fifty thousand dollars worth of power a year. The company is now spending a quarter of a million dollars in improvements, for the further development of the power plant.

CHAPTER X.

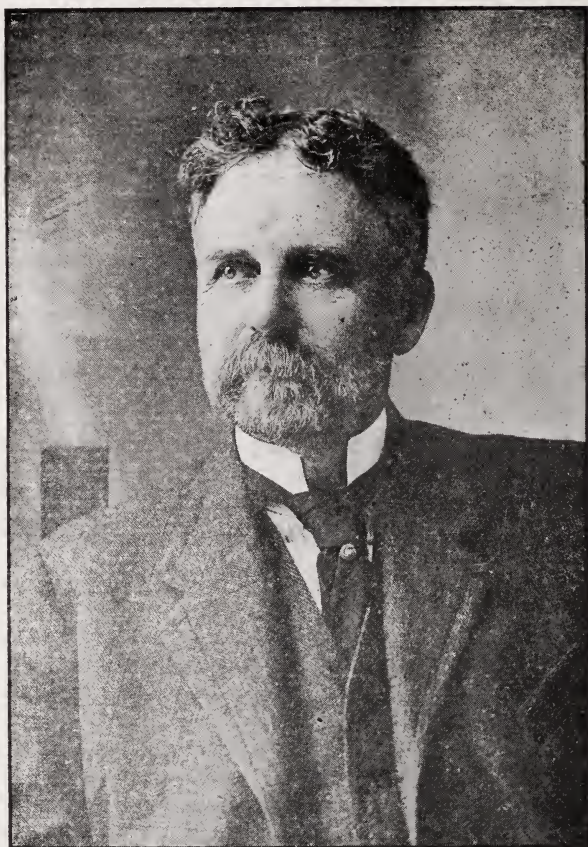
Beginning Of Aroostook's Great Staple Industry—The Introduction Of Starch Making.

Having concluded the foregoing cursory and rather imperfect review of the steps which have entered into the acquisition by Aroostook of facilities for communication with the outside world, we will sketch the development that has been made as the result of acquiring railroad facilities.

Except for its great and distinctive industry, that of potato production, acquiring the means of railroad transportation, while it would have improved conditions of living in Aroostook, and conduced to growth and progress, there would have taken place no such marked transformation in the way of increase of wealth and prosperity as has followed since the advent of the Bangor & Aroostook Railroad into the County. As a matter of fact, while the railroad has been a great and helpful agency, the greatness of Aroostook is founded upon the potato. This humble vegetable is the veritable corner stone of the thrift in this great county, as it has been built up to wonderful magnitude within the last half century. It was about forty-five years ago that the potato began to be a recognized factor in the business and industrial life of the County. Aroostook's great career as a potato producing section, in the course of which it has risen from obscurity to the distinction of being the foremost county in the United States in the value of its agricultural products, was when the peculiar adaptability of its soil for raising potatoes for starch making was discovered.

At first the discovery did not go very deep, it was merely superficial, and the extent of it was merely that Aroostook was

a promising region in which to plant potatoes for the manufacture of potato starch.

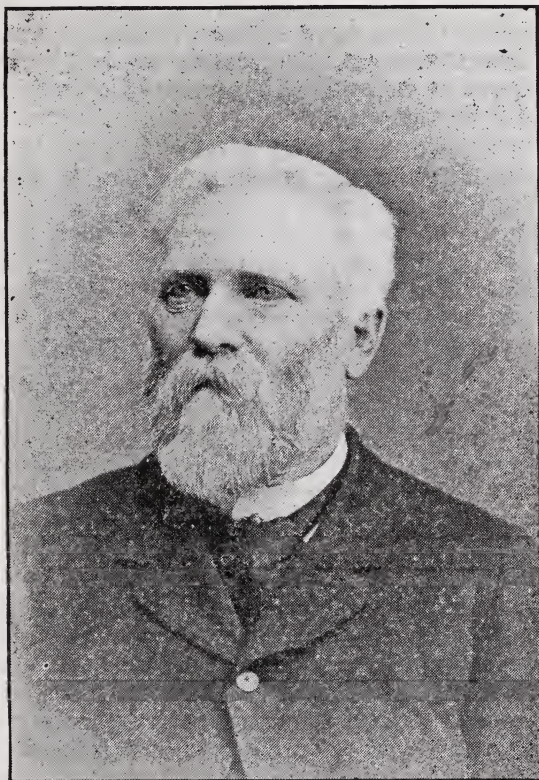


HON. T. H. PHAIR

A Business Leader and Known as the
Aroostook Starch King

The first factory in the County was built in Caribou in 1871 by Albee Holmes. Then followed one in Presque Isle in 1874 by a Mr. Wheeler of New Hampshire. The latter, located at the west end of the cement bridge, on what is now known as State Street, is still a going concern. For many years it was one of the chain of about twenty factories, owned and operated

in North Aroostook by the late T. H. Phair. It is now owned by a company, and in the fall and winter of 1921—22, operated by C. J. Hanson, manufactured thousands of barrels of surplus potatoes which would otherwise have gone to waste, and turned out about three hundred and fifty tons of starch.



HON. C. F. A. JOHNSON,

Prominent in the Business Life of Presque Isle
in the Seventies and Eighties

In 1875 the firm of Johnson & Phair, Presque Isle, went into starch making, and expanded this part of their business to such an extent that in a few years they were the largest manufacturers in the County, and in North Aroostook had a practical monopoly of the business. In 1889 the firm dissolved, and the starch

making end of it passed into the hands of the junior partner, the late T. H. Phair, who pushed the business very aggressively, so that at the apex of his business career he was known as the "Starch King of Aroostook."

For many years Mr. Phair was perhaps the leading business man in North Aroostook, and the leading figure in many lines of activity in that section of the County. Strictly self-made, he became a man whose useful citizenship touched many interests around him, and he was related in a many-sided way, to the welfare of his community.

At the outset of the starch making industry in Aroostook, as an inducement to parties to locate factories in different communities, the farmers signed contracts pledging themselves to plant each a specified number of acres, the product of which was to be delivered to the factories at a specified price per bushel. All the early contracts of this kind were for a price of twenty-five cents per bushel. Later, when these contracts had run out, the price fluctuated more or less according to the conditions of the starch market and the yield of potatoes in the County.

While the price received by Aroostook farmers for their potatoes at the starch factory was small compared with the prices often received later for potatoes shipped to the outside markets, for table stock and seed, the business averaged to be quite profitable farming, and in the starch making era of Aroostook agriculture, marked strides were made in the improvement of farms and in increased thrift.

Many farmers date the beginning of their prosperity to the time when they began raising potatoes for the factory, and it is sure that the starch making business was the first rung in the ladder. At the height of the industry of starch making, before it was superseded by the demand for table and seed stock, which practically drove the starch makers out of business, Aroostook had as many as forty factories. On a good season these would average an output of perhaps two hundred and fifty tons of starch. In the northern end of the County, which was then and has continued to be the great potato producing section of the County, the business was not long in finding its way into the hands of a single concern, first, the firm of Johnson & Phair, and later the late T. H. Phair. It was not probably a decade after the introduction of the starch factory before the discovery was made that Aroostook grown potatoes were of superlative excellence for table use. The discovery was made that while other localities could grow potatoes which, to all appearances were as good as Aroostook

stock in point of excellence of flavor they were very much inferior to them. With this discovery began the shipping of potatoes to the Boston market for table use, first on a comparatively small scale, because markets had to be found and the reputation of Aroostook potatoes had to be established, and because Aroostook farmers were a long time in getting into a stride anything like comparable with the present proportions of the industry. Almost simultaneously with the beginning of the potato shipping business, came the invention of the Hoover digger, which made it possible to increase the acreage raised, as rapidly as suitable land could be brought into cultivation for the production of the crops. In the earliest years of the industry, little or no fertilizer was used, and when at length fertilizer became recognized as a necessary adjunct of the business, the quantity used per acre was very small, something like two hundred pounds to the acre. As the results in stimulating increased yield were noted, and with recognition of the fact that there was profit in using larger quantities of fertilizer, more and more was used, from year to year, until at the present time no farmer uses less than a ton to the acre if he has either cash or credit to buy it.

At the same time there was introduced into the potato raising industry, the practice of what is called "crop rotation." That consisted in following a crop of potatoes with a crop of grain, usually oats, and at the same time seeding the ground to clover, and after taking off a crop of clover, in the fall plow under the aftermath and the next year return to potatoes. This is the accepted rule of Aroostook farmers at the present time in potato production, and in the process of following it and in the progressive increase from year to year in the application of fertilizer, there has been a steady increase in the yield per acre, and along with this more broadly and generally recognized system of potato husbandry there has been a constant gain on the part of Aroostook farmers in raising every detail of the industry to a higher level of skill and efficiency.

At the present time the Aroostook farmer is up to the minute in every process and method essential to the highest success in potato raising, so far as success can be measured by results in getting a maximum yield per acre. Aroostook fields under the high skill and intelligence with which farmers of Aroostook have pursued this specialty, have been made to produce astonishing crops. There is no part of the country today which compares with Maine in production per acre, and the comparison showing the marked superiority of Maine over other States, is almost en-

tirely due to the preeminence of Aroostook in potato prduction.

TYPICAL AROOSTOOK FARM TEAM



Other sections of Maine which started into the production of starch as a specialty, found themselves unable to maintain the fertility of their soil and the result was soil bankruptcy. This was in part due to the fact that the resources of their soil in the way of fertility were more limited than the rich and deep loam of Aroostook, and also to the fact that as potato raising was

practiced on an extensive scale in the lower part of Maine and in New Hampshire, the rotation of crop system, which very early came into vogue in Aroostook, was not practiced there. The result was disasters in the business of such magnitude that the opinion obtained in southern Maine that to go into potato raising exclusively, to the abandonment of mixed husbandry, would surely invite agricultural ruin. Aroostook was not without warnings to this effect, from farmers in the southern part of the State. Something like twenty-seven years ago, on invitation of some of the leading farmers of Aroostook a meeting of the State Board of Agriculture was held in Presque Isle. This brought here a large number of representative farmers from all parts of southern Maine. In the course of the meetings of this body the point was stressed by all these prominent farmer visitors that Aroostook was on the wrong road agriculturally, and that the seeming prosperity she was enjoying was only apparent and not real and permanent. These farmers insisted that with every trainload of potatoes that was being shipped from the County, those who sent them were not so much shipping potatoes as they were their farms to market, and they urged Aroostook farmers who listened to them to take up a system of diversified farming which, they said, was the only way of maintaining the fertility of their farms. For many years after this meeting it has seemed that the course of things has contradicted their prophecies, and it may be that they were in the wrong. There is, however, this fact, which in part, at least, goes to establish the soundness of their claims, and that is that slowly but constantly, from year to year, ever since these southern Maine farmers uttered the warning, Aroostook farmers who have continually persisted in their exclusive attention to potato raising, have had to continually increase the application of fertilizer in order to secure a full yield of potatoes, and every succeeding year are more absolutely dependent upon fertilizer to get a crop.

There is no doubt but that, on general principles the advice which was given at that time was sound. Aroostook was not then, and is not now, in a position to abandon potatoes as its leading farm industry, but its condition would be better today, and it would no doubt be enjoying a sounder prosperity if it had so far diversified its farming that the intent and purpose the visitors to Aroostook expressed had been carried out in a better rounded and properly balanced system of diversified husbandry.

There is, however, no doubt that potato raising, even though followed as exclusively as it has been in Aroostook, has brought

results in the way of increase of wealth and prosperity, such as probably no other farming section in the entire United States, has enjoyed during the same period. The experience in Aroostook, has been that of alternate good and bad years, but on the average the Aroostook farmers have gotten ahead, and increased in wealth and prosperity as no other section in the country. As it is with the County as a whole, so it is with individuals, and no farming section that we have any knowledge of can point to as many cases where farmers have risen from poverty to wealth, as has been the case in Aroostook as the result of the big returns they have reached from their investment of money and labor in potato raising.

This great staple industry of Aroostook has built more comfortable homes—not only comfortable homes, but those equipped with every comfort and luxury than can be found anywhere else in the East. It has multiplied great and fertile farms and prosperous potato growing farmers in Aroostook in every neighborhood until these communities are a wonder and revelation to all who visit the County and travel about in its various sections. The industry has built schools not surpassed elsewhere in New England, and as a result of it has naturally sprung up the greatest agricultural fair in New England, excepting only one or two, possibly, in the State of Massachusetts.

In due course of time the potato industry wrought a marked transformation in Aroostook. Its large development came after transportation facilities had been afforded by the building of the Bangor & Aroostook Railroad. This road made the County, as we now know it, and in turn the fame of the Aroostook potato, and the prolific abundance with which the mellow soil turned out the tubers, made the railroad. The railroad prospered as well as the County, and as a result of this prosperity, accomplished the marvel of paying back to fortunate Aroostook every dollar which the County put into it in its vote of nearly a million dollars to aid in securing its construction.

Naturally, good potato land grew steadily in value under the impetus of the bonanza profits which were reached in favorable years. With the opportunity for making such profits out of the soil, came the incentive to farm improvement, and the desire to make every rod of land pay tribute in the shape of potato revenue. The tillable area of every farm was increased to the utmost by reclaiming all waste land. Rough and broken fields were made smooth and easy to cultivate as potato raising became

more and more an exclusive pursuit, stock raising was practically abandoned, and fences disappeared from Aroostook farms. The over-greedy farmer cultivated his fields to the very edge of the traveled highway, made himself the despair of road builders and commissioners, who were finally compelled to resort to the legislature and secure the passage of a law forbidding farmers to plow into the ditches, and by choking them up, destroy the drainage which was necessary in order to maintain roads. This statute was in general terms, but it was probably aimed at Aroostook, whose farmers were the chief offenders.

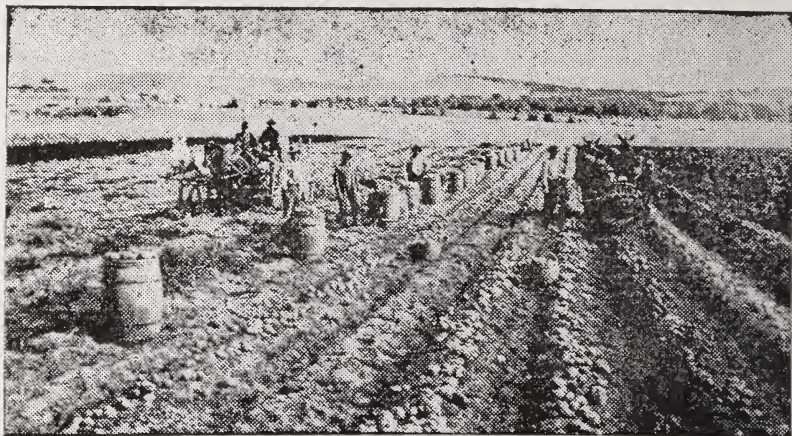
Of course when the farmers had killed off or sold off practically all their flocks and herds, and taken down all their fences, they committed themselves almost irretrievably to the system of husbandry they had embarked upon. They became a one-crop section, staking everything on the potato crop.

While this in the main, as has been said, has made Aroostook rich and famous, it has had its disadvantages, and has, and will continue to have, serious risks of possible disaster to the County. With the easy money that came in the big years to Aroostook farmers and Aroostook people in general, there was engendered a habit of free spending and extravagance. The surplus of a big year was inconsiderately swallowed up in improvements, in buying additional land to plant more potatoes, or in the general free spending which goes with easy profits, so that when lean years succeeded the fat ones, there was sometimes stringency and hard times.

In due course of time farming became less a legitimate business than a gamble, which was participated in not only by the farmers, but by non-farming classes, who speculated in buying and raising potatoes. It became the rule that fortunes were made and lost just as much in the spirit of gambling as they are at card tables.

Every year after the potato raising and shipping industry became firmly established and Aroostook potatoes had got a foothold in the markets of the country, particularly after their value became recognized for seed purposes, each succeeding year more and more potatoes were planted and more trainloads of fertilizer were rolled over the tracks of the Bangor & Aroostook and the Canadian Pacific to supply the needs of Aroostook farmers. It finally became so that he was a moderate farmer who did not have a fifty acre potato field, and he only was a big figure in the business whose plant did not reach one hundred acres, and sometimes double that acreage. Under such circumstances, when a

big yield and a big price came, even the little farmers reaped thousands of dollars in profits, and the really big ones cleaned up fortunes in a single year.



AROOSTOOK POTATO HARVEST SCENE

With the big farming to which the potato industry introduced Aroostook, small things, that have sufficed in the small days had to be done away with. The moderate sized native horses which had well enough done the work in the early days of Aroostook farming, were displaced by big western draft horses and later on tractors were added to big horses, constituting an impressive array of motive power on Aroostook farms, impressive to the eye, and also quite impressive in the figures of their cost.

With the draft horses and tractors, and the great and rapid expansion of the potato industry, it became necessary to acquire facilities for potato storage, and thus there is now added to almost every plant of farm buildings in Aroostook of any pretensions, a potato storehouse. Some of these are small and comparatively inexpensive, and some of them are large and run into big figures of cost. The smaller ones will store, in a practically frost-proof basement, from 2500 to 3000 barrels of potatoes, while the storage capacity of larger and more ambitious farm storehouses will run from 5000 to as high as 10,000 barrels. In recent years it has become the habit of farmers in different neighborhoods to combine together and build storehouses on railroad sidings. This enables them to take advantage during

the shipping season, of sudden advances in the potato market, which may be succeeded by a slump, and these railroad sidings usually supplement storehouses on the farm, so as to enable the larger farmers to store all their stock in case the conditions at the time of the digging and harvesting season seem to warrant holding instead of selling.

So marked a feature of Aroostook County are these farm potato houses, that one can tell when he crosses the border, or particularly when he goes into the neighboring Province of New Brunswick that he has left Aroostook because he has left these distinctive landmarks of Aroostook husbandry.

What the potato industry has done for Aroostook is evident to the most casual observer who travels from our County into New Brunswick and notes the marked contrast in the farming landscape of the respective sections. Generally all that part of New Brunswick which borders Aroostook, is in general as fertile a soil as that which the better portions of Aroostook County possess. In fact, the characteristic physical features of the two sections are alike, but the potato industry has caused the Aroostook farmer to pursue an intensive system of cultivation of the soil, and to clear all the waste land of his farm, and to improve every rod of it and bring it to the maximum of fertility and productiveness. The prosperity which the industry has brought to Aroostook is thus reflected in broad, smooth fields, almost a total absence of waste land, and in fine large plants of farm buildings which are in marked contrast to the farming neighborhoods of New Brunswick, or in fact, any section of New England.

At the present time it is pretty easy to estimate the acreage of potatoes in Aroostook County, by an estimate of the quantity of fertilizer that is brought into the County from year to year. The fertilizer shipments, which have steadily increased with the increase in plant, now approximate ninety thousand tons yearly. As a standard use of fertilizer per acre is one ton, that would mean an acreage in the County of ninety thousand. Assuming that the average yield per acre is eighty barrels, which would not be far from correct, it would make the normal crop of potatoes in Aroostook at the present time approximately twenty million bushels. In the season of 1921—22, the crop in Aroostook was abnormal, the statistics for the State of Maine being 37,000,000 bushels, of which the whole State outside of Aroostook probably did not contribute more than three million bushels, leaving Aroostook County with a crop of about 34,000,000 bushels.

The potato industry of Aroostook has developed not only big farms, but farming on a bigger scale than is practiced anywhere else in the East. In order to handle such an industry, the business end of it, which is the shipping end, must be highly organized in a business way, and that is the case under present conditions. This is particularly a necessity of the business since the seed trade has assumed such proportions as it has now reached. This has made the relations of the County to the outside world very extensive in the area covered, and the requirements of the seed trade are so varied and exacting that of necessity there must be a constant effort made to place the raising of potatoes and all the details of marketing the crop on a more scientific and systematic basis.

Aroostook owes the reputation that her seed has come to enjoy, to the fact of its undoubted superiority to potato seed grown in any other section of the country. Hence the constantly growing demand for Aroostook seed, and the high prices it has commanded in the market. At present it is claimed that the seed demand absorbs from a quarter to a third of the crop raised, and it is claimed by those who are experienced in the business, and broadly familiar with the conditions as to the possibilities of creating new and larger markets for Aroostook seed that it might be so developed and expanded as to practically take care of all the potatoes that Aroostook ought to raise, assuming that she followed anything like a well balanced and diversified system of farming.

CHAPTER XI.

Banks And Newspapers As Factors In Aroostook's Progress

Nothing has illustrated Aroostook's marvelous growth for the past thirty years more than the development of its system of banks. The banks that have been planted in the course of its progress in response to demands for such institutions in different centers of the County, have contributed immensely to the business welfare and prosperity of the County, and in turn they have been without exception enabled to build up a prosperous and profitable business, as a result of the great growth and increase of wealth of the people of Aroostook.

In the ante-railroad days of the County Aroostook was without banks, and practically without money. Such business as was done was done on an almost endless system of credit, and the habit of asking for and depending upon credit became so fixed



AROOSTOOK STATE NORMAL SCHOOL DORMITORY

a practice that the transition from the old habit of doing business on credit and buying and selling for credit persisted long after it might have been and ought to have been abandoned, and continued to be a hindrance to business progress in the County for many years.

The oldest banking institution in the County is the Houlton Savings Bank, which was established in 1872 and has had an uninterrupted growth in the addition to its deposits from year to year, and in the business it has done. It has always been thoroughly well managed, no institution of the kind has done more to promote the welfare of the people in its territory, and none is more deserving of the confidence it enjoys. A savings bank is in a peculiar sense an index of the thrift and prosperity of the community which it serves and measured by the record of this institution, the prosperity of Aroostook is registered in a way that testifies to the rapid strides in growth and increase of wealth in the County. At the present time its deposits foot up nearly \$2,000,000.

Following the Houlton Savings Bank, commercial banking institutions sprang up from time to time, as the growth of different business centers warranted, and at the present time there are fifteen banks in the County, exclusive of the Houlton Savings Bank, as follows: Caribou National Bank, Caribou; Fort Fairfield National Bank, Fort Fairfield; First National Bank, Houlton; Farmers' National Bank, Houlton; Presque Isle National Bank, Presque Isle; Aroostook Trust Company, Caribou; Frontier Trust Company, Fort Fairfield; Fort Kent Trust Company, Fort Kent; Houlton Trust Company, Houlton; Mars Hill Trust Company, Mars Hill; Merchants' Trust & Banking Co., Presque Isle; Van Buren Trust Company, Van Buren; Washburn Trust Company, Washburn; Ashland Trust Co., Ashland; Limestone Trust Co., Limestone.

The capitalization of the foregoing banks amounts approximately to \$800,000, and the total resources to approximately \$17,000,000. With their resources, and with the breadth and enterprise of their management, they are a great factor in the business life and activity of the County, though there is no doubt but that the immense business that is done in the County, and particularly the demands that are made upon its banking system in financing the potato growing and shipping industry of Aroostook make demands upon the banks at certain seasons of the year that are a great strain upon these institutions, and it might be profitable to the County if its banking system were broadened to a very considerable extent.

One feature of interest in connection with banking development in Aroostook is in the change of attitude which the banks have made in their relation to the public, and with the customers who patronize them.

In the very early days of banking in Aroostook, there was in fact a dependence of the people upon accommodation which the banks afforded, and the people who patronized banks were too often made to feel that sense of dependence by some lack of courtesy on the part of banking officials.

All that has changed, and it has become the habit and policy of banks to treat the public with courtesy and consideration, and the management of banking institutions here, as elsewhere, seek for patronage and are in the same sense in competition for patronage as are other lines of business.

JOURNALISM IN AROOSTOOK

No one agency has contributed more to the progress and advancement of the County of Aroostook than the press. It was indebted to the press outside its borders for the first marked impetus it was given in the increase of settlement in the County. This came about through the well known and locally famous visit to Aroostook of the Maine Press Association, which took place in 1858. Most of the then prominent editors of the State of Maine joined in this press excursion to Aroostook, all who participated in it found the new and then unexplored wilderness country a revelation of promise in the way of fertility, and all returned home enthusiastic advocates of the claims of Aroostook to the attention of those interested in finding and making farm homes for themselves and their families. Aroostook reaped a harvest of publicity as a result of this newspaper excursion, and the result of it was to turn toward this County a large tide of immigration. This unfortunately soon after was arrested by the outbreak of the war, which sensibly depleted the population of Aroostook by the contribution this section had to make in response to the demands of the war in defense of the Union. It was not until many years later that the County resumed its onward march of progress in population and increase of wealth, this only coming with the first railroad communication, which furnished a partial outlet for the County, and was later accelerated by the building of the Bangor & Aroostook Railroad.

Its own local newspaper press has also done a very great service in helping forward the progress of the County, and probably no section of the State has had newspapers more loyal to

it, more devoted to its interests, or more zealous and tireless in their labor in promoting its welfare.

The first newspaper to be planted in Aroostook County, started in Presque Isle and was the product of the joint enterprise of W. S. Gilman and the late Hon. Joseph B. Hall. Not long after the paper was started, Mr. Hall withdrew from the partnership, and the business was continued by Mr. Gilman, who, in 1863 removed the paper to Houlton, where it is still published by the Aroostook Publishing Company, whose efficient managing head is Albert K. Stetson. It is a thoroughly clean and reputable sheet, and ably edited and worthy of the patronage and prosperity which it enjoys.

The next venture in journalism in Aroostook was made by the late Theodore Cary, who, in 1860, started the Aroostook Times in Houlton. This continued to be published by Mr. Cary many years, and on his death it successively changed hands and was run by several other editors, with more or less divergent interests and policies, until it was acquired by Mr. Charles H. Fogg, its present proprietor, by whom it has been built up into an active and vigorous sheet, with an especially well equipped plant and with the advantage of every necessary modern equipment in its outfit. In these two papers the fine and flourishing town of Houlton has sheets well worthy of the support which they are receiving.

Probably no sheet started in Aroostook had more character and individuality, or was more of a positive force in Aroostook and within the limits of the State outside Aroostook, than what was known as the Loyal Sunrise, which was started by the late Daniel Stickney in Presque Isle in 1863, and continued to be published in that town until 1876, when it was removed to Fort Fairfield, and soon after moving there suspended publication.

Mr. Stickney was a man of much ability, of marked eccentricities of character, and one of the most vigorous and virile writers of his day in the State. As the name of the paper implies, the ruling motive and policy of the paper was actuated by the prevailing sentiment of the country in the period of Civil War and stress during which it had its birth. No man in the County did more than Daniel Stickney to inspire those within the reach of his paper with patriotism, and no man in the State spoke more vigorously than he as a champion of the Union cause. This high purpose absorbed the attention of its editor during the four years of civil struggle, and the record of the Loyal Sun-

rise as made during that period, stands as a lasting memorial to the ability and high purpose of Daniel Stickney.

Outside of this lofty zeal which inspired him as an editor, this old time Aroostook publisher was not without his limitations and shortcomings. He was as pugnacious as he was patriotic, and when the claim which the war emergency had on his time and attention was past, he naturally drifted into public controversies and politics and somewhat too often, perhaps, for the popularity of his sheet and the welfare of the community, became embroiled in local public quarrels and contentions, which neither served to dignify him personally, nor to help the influence of his sheet for good.

The press of Aroostook County as it stands today, consists of the following weekly papers: The Aroostook Pioneer, the Houlton Times, The Aroostook Republican, The Fort Fairfield Review, The Star-Herald, The Mars Hill News, and The Ashland Gazette. A venture was made in 1919 to start a daily paper in Houlton, called the Aroostook Daily News. Either through lack of sufficient field to give the paper necessary support, or through lack of good management, or both, the paper did not succeed in getting a foothold, and in July, 1922, suspended publication.

The weekly papers of the County for the most part are well equipped, firmly established, conducted with enterprise and zeal for the advancement of the communities they represent, and in point of equipment and up to date features in every way, are not surpassed by the weekly papers in any other part of the State.

The Aroostook Republican was founded in 1880 by the late Samuel Matthews, and was launched as a political organ. Like nearly all local papers which are run primarily for political purposes, the Republican, in the hands of Mr. Matthews, was not a success in a business way, and it was not until it passed into the hands of A. W. Hall, son of the late Joseph B. Hall, that it really became successful. Mr. Hall was born and bred to the country newspaper business, and the result was that he gave Caribou a thoroughly good paper, and the community in turn responded and gave the Republican, after it went into his hands so large a support that the Republican was made one of the most profitable local newspapers in the State. On or about 1894, he sold the paper to Lyman J. Pendell, who has since published it, and like Mr. Hall, has found the field a very profitable one to cultivate.

The Fort Fairfield Review is the outgrowth of what was known as the Fort Fairfield Leader. This was started by C. H. Ellis, like the Republican, as a merely political organ, and like the Republican, while so run, entirely defaulted in meeting the needs of its constituency from a business and local news standpoint, and to continue the parallel, it had to pass into other hands before Fort Fairfield was really in possession of a paper worthy of that thriving community.

The party who came to the rescue of the Fort Fairfield people and met their needs by buying the Leader, was Mr. Chandler C. Harvey, who, after purchasing the Leader plant and remodeling it, changed the name of the paper to the one it still bears, and under Mr. Harvey's management it is one of the best local papers of the County, and not surpassed by any sheet in its class in the State.

The Star-Herald, printed in Presque Isle, is an amalgamation of two papers, one of them the North Star, for many years edited by the late Dr. F. G. Parker, and the other the Aroostook Herald, by the late Joseph B. Hall.

The Herald was originally started in Presque Isle by Mr. Hall, shortly after the Pioneer removed to Houlton. After being run for a short time, its publication was suspended by Mr. Hall, who went elsewhere, and during his absence founded several papers which have cut quite a figure in Maine and Western journalism. Among his ventures, after he suspended the Herald, and left Presque Isle, was the Portland Press. This offspring of his became one of the influential papers of the city and State, and has recently, through reorganization, become a part of the hyphenated Portland Press-Herald, which is now being quite aggressively conducted, and claims to have a large circulation in the lower part of the State.

After founding the Press and conducting it for some years, Mr. Hall drifted West and while in the West founded the Fargo Republican, which is today one of the live papers of the section of the West in which it is published.

Severing his connection with Western journalism in 1883, Mr. Hall returned to Presque Isle, and resumed publication of the Aroostook Herald, and at once turned his attention to agitating the construction of what he called an Aroostook Direct Line Railroad. This agitation was the beginning of the movement, as has been previously stated, which resulted in Aroostook acquiring much needed railroad connection with the outside world.

In the meantime, following the death of F. G. Parker, the

North Star, which was being published in Presque Isle when Mr. Hall returned and revived the Herald, was purchased by the present editor of the Star-Herald, G. H. Collins, who joined with Mr. Hall in the agitation for better railroad facilities.

The North Star under Dr. Parker was another example of political journalism in Aroostook, being under his administration, the organ in the County of what was locally called Modocism, this term being merely another designation for Greenbackism, which was then epidemic in Maine and many other sections of the country. Modocism differed from its parent stock only in the fact that while it adhered to the principles of that party, there had been superadded to it, under the designation of Modocism, a most virulent political and personal feud which was then raging in Aroostook, growing out of the antagonism which had sprung up to what was known as the Powers Regime.

So long as Daniel Stickney ran the Loyal Sunrise, after the advent in Presque Isle of the North Star, as the pugnacious and combative champion of Republicanism, which necessarily included defense of the so-called Powers Regime, he was in violent contention with the North Star, under Dr. Parker. The bitter feud completely absorbed the attention of the contending papers to the almost entire exclusion of home news and the claims of different local interests. It was a fierce newspaper warfare, in which Dr. Parker won out, by virtue of possessing a much more genial personality, and resources of personal abuse and sarcasm which were quite unique, and of effectiveness such as has been rarely equalled in Maine newspaper controversies.

The combative Daniel retired from the field by removing his paper to Fort Fairfield, where it soon after died.

It is worth recording of Dr. Parker that he had a stronger hold upon the hearts of the people of his community than any other man who ever conducted a paper in the County. He was unsparing in the personal attacks he made growing out of the bitter controversies which then raged, but a more likable man personally has never lived in Aroostook, and when he came to die, which was suddenly and unexpectedly, the personal and public evidences of regret and sorrow were general and sincere. It is on record that the crowds which gathered when genial Dr. Parker was laid to rest, and the length of the procession of neighbors and friends which followed him to the grave, surpassed any like demonstration of mourning which had occurred in our County up to that time.

In the North Star and in contemporary sheets there were col-

umns of sorrowful eulogy over the deceased Dr. Parker, his former fierce rival and antagonist, Daniel Stickney, joining in the eulogies, and writing one of the most just appraisals that was published concerning his worth, and one of the most touching newspaper references that were made in regard to the lovable qualities of the man.

Far different was it when Daniel Stickney himself came to pass away. Though a much abler man than Dr. Parker, meager praise was given him, and there was a pitiful absence of manifestations of sorrow. Probably, in anticipation of this dearth of eulogy and public appreciation of his career, quite characteristically Daniel Stickney wrote his own epitaph, and provided that it should be inscribed upon the monument which has been erected over his last resting place in Fairmount Cemetery. This very original epitaph reads as follows:

"Daniel Stickney

Born November 25, 1804. Died August 16, 1894. Until 18 years of age a farmer's boy; 25 years a mechanic and teacher of common schools; 25 years a lay preacher of the gospel as taught by David in the twenty-third Psalm, by Jesus Christ in the Sermon on the Mount, by Paul upon Mars Hill to the Athenians, and in the twelfth chapter of Romans. For over fourteen years proprietor and editor of the Presque Isle Sunrise; a Republican from his earliest recollection to the day of his death, always regarding the Democracy of politicians with perfect contempt."

Besides the papers already described, there are at present being published in Aroostook the Mars Hill News, whose editor and proprietor is Mr. Percy L. Waddington. This is a small paper, but it is clean and newsy, and worthy of the support it is receiving in the progressing and enterprising community in which it is published. Finally, there is the Ashland Gazette, printed by J. R. Coburn, which covers the field of which Ashland is the center.

Since the advent of the railroad, or rather, since the old-time newspaper methods were superseded by the new and modern ideas of running local newspapers, there has been a revolutionary change in the manner of conducting papers in Aroostook, and a very marvelous improvement in them typographically, and from a news and editorial standpoint. The old-time political sheet devoted practically no space to local news or to articles

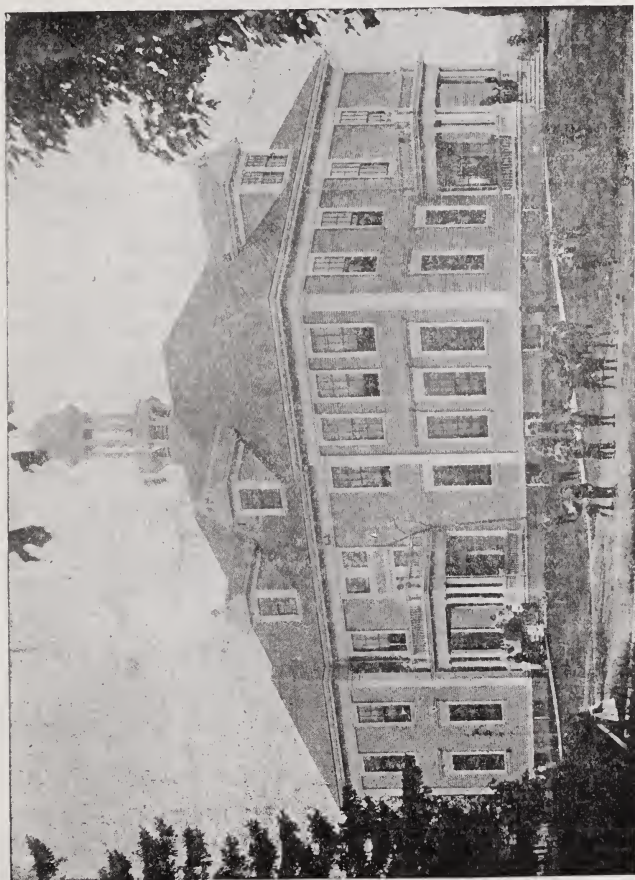
of community interest and value. Their time and space were taken up almost wholly with political controversies, and as a consequence today, with the subjects they discuss, forgotten and buried among the dead issues of the past, they are of no value for purposes of reference or as a record of local history. The modern local newspaper, of which the Aroostook papers are good examples, put local news and local, social and business to the front. They reflect completely the life and activity of the community. Hence they are of the utmost usefulness as agencies in stimulating and promoting everything that tends to community welfare, and after their grist of local news items is read, they are preserved in different files for reference and in coming years become of great interest as a valuable historic record, and as a complete reflection from week to week of the business and industrial progress and the daily life of the communities in which they were published.

SCHOOL PROGRESS IN AROOSTOOK

In no department of public life and activity has more marked progress been made in Aroostook within the past thirty years than in the sphere of education. Thirty years ago, Aroostook more than in anything else, showed the crudeness of pioneer life and the defects and shortcomings of a new community, in its schools. In buildings, in equipment, and in lack, not only of public appreciation, but of the means to support school instruction at a high standard, the different communities of Aroostook were sadly deficient. In Aroostook communities there was a lack of that social refinement and practical efficiency in life which education gives both to individuals and communities. The change for the better in the County is greater measured by the progress that has been made in the sphere of education than in almost any other line of social activity. Whereas, thirty years ago Aroostook had almost no organized and efficient school system, today it has one which its people have reason to be proud of. Its schools are as well housed, its school equipment is as ample and up to date and school instruction is on a higher standard, both as to what is taught and the capability with which schools are supervised and instruction imparted to pupils, than in any other section of New England.

Any one of the many hustling and enterprising towns of Aroostook may be taken as a yardstick to measure the remarkable educational progress which has been made. The town of Presque Isle may be taken as an example. In 1891 it had no

graded system. In the village its school pupils were herded into what was then known as the old Academy building, which was sold when what is now known as the Training School building was built, and was moved off and remodelled to make the front of the R. J. Smith & Co. Store. This old building was utterly delapidated, and destitute of every appliance for the comfort, convenience and sanitary care of school pupils. It was a disgrace to the town, and a menace to the health and physical and moral welfare of the pupils.



TRAINING SCHOOL BUILDING,
Academy Street, Presque Isle

In the spring of 1893 at the annual March meeting, an ap-

appropriation of \$20,000 was made to build a new school building. In those days a dollar as compared with the present time, went a long way in both material and labor, and the town, for its expenditure of \$20,000, secured a building ample at the time to meet requirements, and which stands today as a very creditable part of the housing accommodation of the village pupils in Presque Isle.

Since the construction of what is known as the Training School, on Academy Street, Presque Isle, which was the first step in development of an organized school system, there has been added the large school building in Gouldville, and in 1910 there was erected a new high school building, a brick structure which, at the time it was built, seemed likely to meet the requirements of the village for an indefinite time. This addition, however, sufficed to meet the requirements of the growing school population only for a short time. Five years had not elapsed before there was a crying need for additional accommodations.

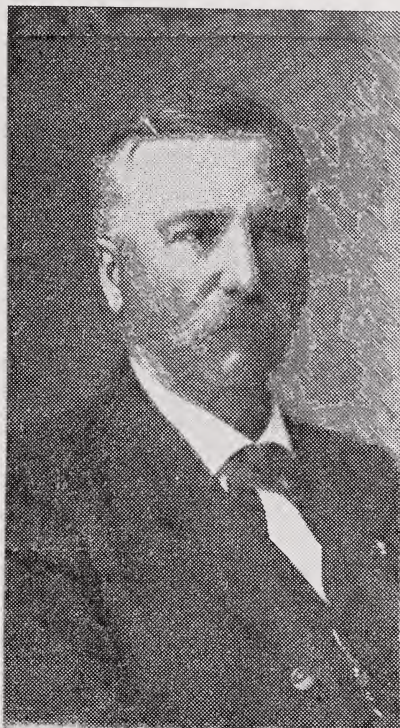
For some years after the need became acute, the matter of solving the problem of increased school accommodations was discussed. In December, 1921, it was solved, for the time being, at least, by the burning of the High School building, which at once forced upon the town the necessity of replacing the burned building. This has been met by an appropriation for the construction of a new building, and very wisely this has been provided for, not only with a view to meeting present needs, but also with a view to future growth.

At the annual town meeting of 1922, there was an appropriation of \$135,000 made for the construction of a new high school building, and for replacement of equipment, so far as the loss on equipment is not covered by insurance which amounted to \$25,000. The contract for the building was in round numbers \$112,000, but the prospect is that certain conditions, not included in the architect's design, will carry the expenditure to a figure higher than was anticipated, not at present definitely settled.

When the new building is completed it will provide amply for the present school needs of the town, and will be a thoroughly modern and up to date school building which will be a great credit to the community.

Among the educational developments of the County, one of the most important was the planting in Presque Isle of a State Normal School. A long period of agitation preceded the final passage of the necessary legislation looking to this end. One of the chief promoters of the project was Rev. Geo. M. Park, who,

in the early or pioneer stages of the effort in the direction of securing the Normal School, may be said to have practically stood alone, and to have kept the project alive in spite of the general public apathy and indifference. That the proposition was at length taken into consideration and that Presque Isle was selected as the location of such a school, may be said to have been due to Mr. Park's untiring work in promoting the project, and the act which gave reality to this long period of agitation, passed in the



HON. GEO. H. SMITH

Prominent Lawyer, and Instrumental in Securing
Passage of Normal School Bill

session of 1901 was the culmination of years of agitation chiefly conducted by him. According to the terms of the legislation, the town gave to the State a site which had at one time been oc-

cupied by what was known as St. John's School. There was located on this site what had been the main school building of the St. John's School. To the land that was turned over to the State later on was added a dormitory which now occupies the northern portion of the campus. After the building of the dormitory a considerable period elapsed during which the school was operated and continued to grow, but badly handicapped on account of the lack of a main building. This was at length provided for in the year 1921, when the present fine main building was completed and opened for the use of pupils in the fall term of 1921.

For some time past the school has been under the very faithful and efficient management of Principal San Lorenzo Merri-man, who, previous to his accepting this position, had made an excellent record as principal of the Presque Isle High School.

The Aroostook State Normal School is now fully past the experimental stage, and there is no question but that it will develop into perhaps the leading institution of its class in the State, and that it will have a great influence in advancing the educational welfare and prosperity of the County and State.

It would not be just to conclude this hasty and imperfect sketch of this institution without mentioning some other names of persons who are entitled to credit both for aid rendered in the efforts to secure the school, and also for generous and zealous aid in promoting the welfare of the school after it had been established. Among those whose labor was indispensable in the legislative stage of the undertaking, was the late Hon. George H. Smith, who was in the House of Representatives at the time the bill was introduced providing for the establishment of the school, and who, during that period, rendered service which was indispensable to the enterprise. After the school was started, in the earlier days of its operation, the late Hon. T. H. Phair was for a long time a member of the Board of Normal School Trustees and in that capacity his business judgment and his active aid and generous help in every way were very potent factors in aiding the school during its infancy, and in times when it needed such ability and means as he placed at its disposal, to forward and strengthen it. Many others might be mentioned to whom credit is justly due for very effective labor in helping to found and establish this important public institution.

The Aroostook Normal School is doing great work for the County, and its influence is especially felt in increasing the prestige of Presque Isle as an educational center. If the town of Presque Isle is reaping the principal direct benefits from the es-

tablishment of this institution, it is because the movement for the starting of such a school originated here, and was finally pushed to a successful issue by the labor and efforts of Presque Isle citizens.

We have made particular mention of schools in Presque Isle, including the Normal School, not for the purpose of singling Presque Isle out for special credit, but because Presque Isle in a general way, simply stands as a conspicuous representative of what the entire County of Aroostook has been doing in the line of educational progress in the last twenty-five years. Practically every town in the County has been making like strides forward in educational advancement, the people of every community are generous and ungrudging in the aid that they give to schools, and as a result, Aroostook is as conspicuous an example of progress and advancement in school activity as she is in other lines of progress.

CHAPTER XII.

What Farmer Organizations Have Accomplished In Aroostook. The Grange and Northern Maine Fair.

As one would naturally expect from the magnitude and success with which farming is carried on in Aroostook, there would spring up farmer institutions and organizations on an equally large and successful scale. This has been the case, and as a result we find in Aroostook that the Grange is a very numerous body, and very much stronger in its organization, and more aggressive and successful in securing the aims and objects it seeks to accomplish for the welfare of the farming community, than is the case elsewhere in the State, or elsewhere in New England.

Without being in any sense a political body, it is a power in legislation, in influencing the passage of laws needful for the advancement not only of the farming class, but the welfare of the State as a whole. It represents the soundest elements of citizenship, and in no small sense is the organized conscience of the community in all public matters into which enter moral and ethical considerations. This makes it a strong factor on the right side of every moral question, and in no less degree is it usually a factor in matters of a purely practical nature.

The Grange of Aroostook is a strong institution, conducted in harmony with the best interests of the farming class, and an indispensable agency in raising the standard of intelligence, culture and refinement among the farmers and their families in our

County. This has been its history elsewhere and it is the history of the Grange in Aroostook.



ERNEST T. MCGLAUFLIN

Many years Secretary of the Northern Maine Fair Association and a faithful and capable worker for its success.

In the social life of the farming communities it brings its membership into closer contact, and into more amicable and sympathetic relations one with another. In an educational way its meetings take under consideration and discuss with intelligence and effectiveness a wide range of questions having to do with the immediate interest of the members of the order and the general welfare of the community. In business it has organized and very successfully administers enterprises which are highly beneficial to the members. This is notably true as regards farm insurance.

Before this form of mutual protection was organized under Grange management, the farmer was at the mercy of the stock companies, and paid exorbitant rates for fire protection. With the establishment of the Grange insurance he was provided with safe and reliable insurance at cost.

The result of his going into insurance on his own account has been a revolution in the rates charged farmers by the stock companies, but the farmer wisely still continues to patronize his own mutual organizations, and has thus built up a number of very strong and successful Grange mutual fire insurance companies in the County, capable of handling farm risks satisfactorily, although the magnitude of these risks has grown enormously with the rapidly increasing wealth of farm properties.

The Grange also functions as a business organization of importance to its members in the matter of the establishment and successful management of what are termed co-operative stores, of which there are a number in Aroostook. All are doing a large and successful business, the Houlton store leading, as it might be expected to do, from the fact that the Houlton Grange is the largest in the United States.

AGRICULTURAL FAIRS—THE GREAT NORTHERN MAINE FAIR

Other institutions which are important outgrowths of farming activity and prosperity in Aroostook, are the Agricultural fairs of the County. At the present time there are three—the Northern Maine, located in Presque Isle, the Caribou Fair and the Houlton Fair.

The Northern Maine Fair was founded in 1850, planted many years ago by farmers. Nourished and kept alive by the patient and persistent efforts and often struggle of farmers, all through the long period of its existence, from small and humble beginnings, the Northern Maine Fair has grown to be the greatest Fair in the State, and one of the greatest in New England.

During its early years known as the Aroostook Agricultural and Horticultural Society, this great Fair was not only fortunate in the sturdy man who founded it and nursed it along from weakness to strength, but equally fortunate in the site it selected—a field on the outskirts of Presque Isle village, which in the course of years, with the additions the Fair Association has made to it by successive purchase of additional plots of ground, has become a very valuable property, so much so that by virtue of its valuable real estate holdings the Northern Maine Fair Association is today a wealthy corporation.

The Northern Maine Fair Association now fills a space of four days in the early part of September, and it is only stating the truth to say that it fills these four days fuller than any other four days in the County are filled by any other public activity. Its great four days festival is the big thing of the year in Northern Maine, and it is by no means confined to Northern Maine, but reaches far beyond the borders of the County in the matter of attracting crowds hitherward.



HON. ATHILL E. IRVING

Many years a prominent citizen of Presque Isle
and Northern Aroostook and for some years
President of the Northern Maine Fair
Association.

Much goes into a big fair in the way of varied attractions and features of interest and profit, and the Northern Maine Fair



RESIDENCE OF A. M. SMITH, PRESQUE ISLE

is perhaps the best example of all this variety and interest that can be found anywhere in New England. So strong has the Fair Association now become that it can afford to bring within its gates a multitude of attractions which cost a big sum in the aggregate. In this respect, without in the least disparaging its competitors in the County, which are each of them progressing, and each of them giving the public very handsome exhibitions, the Northern Maine stands alone.

Elsewhere in this work the reader may find a cut of a scene on the Fair Grounds taken some thirty years ago, and a companion picture of a scene taken in connection with the Fair of 1921. In the old-time picture one notes a very few score of horse and buggy turnouts—fine, and possibly as some of their owners and occupants fancied, quite swell and aristocratic, but the whole of them not representing in value the cost of a half dozen of the hundreds of sumptuous cars which throng the Northern Maine Fair Grounds nowadays.

The Northern Maine Fair brings into Aroostook so many scores of thousands of visitors from outside the County, who derive their impressions of its wealth and productiveness through this annual visit, and what they see is so widely disseminated by the reports they give to others, that the Fair is probably the greatest advertising asset we have. It has other great advantages but it is to be doubted if Aroostook reaps any other benefit so important through the Fair as that of the favorable publicity it gets through this medium.

Such, briefly pictured, is the great Northern Maine Fair, a really great farmer institution of Aroostook, and a thing which cannot be overlooked is a series of sketches like these.

CHAPTER XIII.

Some Of The Great Farms Of Aroostook And What Some Farmers Have Accomplished

There are so many great farms in Aroostook, and so many farmers have achieved remarkable results, that one is embarrassed in choosing from the list. Nowhere else in the country, perhaps, has there been so many individual instances where men have grown, not only independent, but rich, in tilling the soil. What has rewarded their toil has been the specialty which Aroostook farmers have followed for over forty years—the raising of potatoes.

In speaking of the remarkable history of some Aroostook farms, probably no farm in the County has had a more interesting history, or a record more strikingly illustrative of the marked changes which have taken place in Aroostook farming conditions in the past forty years, and the possibilities of profit and wealth accumulation, than what is known as the Greenlaw farm in Maysville. The original owner of this farm was "Squire" John Allen, of whom we have spoken elsewhere in connection with this series. Mr. Allen took up this farm from the forest, cleared quite a large tract upon it, farmed it very successfully in the old fashioned way of farming, and after having accumulated what was in those days quite a fortune, in 1867 sold it to Holman Currier, the purchase price being \$5,000 all of which was paid down. Included in this purchase price was one of the best plants of farm buildings in the County at that time, the farm being in a fine state of cultivation when Mr. Currier acquired it.

Notwithstanding the low price which Mr. Currier paid for the farm, and the enormous tract of land which he acquired, his purchase proved to be a losing venture, as he steadily went behind, and after having kept the farm for eighteen years, lost it by foreclosure proceedings, the property falling into the hands of the late T. H. Phair.

This was in 1885, after the advent of the potato industry, which was then being conducted in the operation of starch factories, but the business had not assumed such proportions or given promise of such golden profit, as to enlighten the mind, even of as far-seeing a business man as Mr. Phair in regard to the prospective value of this great farm. Evidently he did not appreciate the possibilities connected with the property, for he negotiated a sale of it to S. C. Greenlaw for \$7,000, the purchaser to have the privilege of paying for the farm in potatoes delivered at the starch factory, at twenty-five cents a bushel. Many of Mr. Greenlaw's acquaintances and friends thought he had assumed a load which would be too heavy for him, and that he would meet with the same fate as Mr. Currier. In this they were mistaken, however, as he paid off the debt he had contracted in the course of three years.

He later sold one hundred acres off the north side to J. B. Long, which was added to what is known as the Long farm, the purchase price in this case being \$2000. Still later, another 100 acres was sold to Mr. Walter Christie, who paid considerably less than Mr. Long, on account of the fact that the hundred acres he got was largely unimproved land. About the year 1920 the re-

mainder of the farm, from which the buildings had been burned, was sold to Mr. C. E. Hussey at the price of \$175 per acre.

Mr. Christie, who bought the south one hundred acres, had recently come to Aroostook from New Brunswick, arriving in this County empty-handed. All that he had to invest in the purchase he made of Mr. Greenlaw, was what he had saved out of his employment by him for several years as a farm hand. His purchase was made on the eve of the hard times which prevailed between 1893 and 1900, and he had a very hard struggle even to meet the interest on his notes. Indeed, one year, it looked so hopeless that he was on the point of giving up, but was persuaded by his friends to keep on and try another year. The next year he had a large acreage of potatoes which he sold for a good price, and thereafter he made rapid progress in wiping off his indebtedness to Mr. Greenlaw. Mr. Christie not only paid for the farm, but has since added adjoining land to it, until at the present time he has a tract of about five hundred acres in one of the best farming neighborhoods in the County or in New England. He has, in fact, since the time he came from New Brunswick and invested in the hundred acre tract purchased of Mr. Greenlaw, risen from poverty to affluence, being rated today as one of the wealthy men of the County, and as one of its best and most substantial citizens. He has been characterized in his business career by enterprise, progressive methods and by far sightedness. Among other things which stand to his credit as a farmer, is the interest he has taken in the breeding of thoroughbred horses, his Percheron stock having taken many prizes and his initiative in this direction having been of great benefit to the County in improving its horse stock.

From the foregoing statement in connection with this Greenlaw farm one can very readily gain an idea of what it has been possible to accomplish in Aroostook farming. This is perhaps something more than an average example of the profits made, but the case is not an exceptional one.

Some of Mr. Greenlaw's reminiscences in connection with his experience on this farm are of interest. It appears that prior to his taking hold of it there was a time when the experiment was tried of raising hops, and for a few years some of the farmers who made this experiment realized quite handsome profits. But for some reason or other, possibly on account of the crops proving uncertain, the business was abandoned. On the farms where hop-raising was tried, however, the vines remained, and Mr. Greenlaw says that on the farm he purchased of Mr. Phair

there was quite a large tract in hops, which had got so solidly rooted in the ground that to rid the soil of them was very much like getting out a thick growth of hazel bushes.

Mr. Greenlaw says that Mr. Long was the first farmer to plant as large an acreage of potatoes as twenty acres in that neighborhood. These were raised without any fertilizer, and the crop amounted to about 5000 bushels. In this early farming the work was done with light teams, the potato seed was dropped and covered by hand and dug by hand, so that the labor involved was more than is now expended in raising a crop three times as large.

Not far from the farm last described, on the same road, is the Hayford farm. Until the time that M. B. Hayford, who now operates it, took over its management, this farm was owned and operated by Hon. Columbus Hayford, who at the ripe age of eighty-six years, is still hale and vigorous, and one of the most deservedly honored citizens of the County.

The Hayford farm comprises 500 acres, and the tract embraced in it in the pioneer days, is still held intact, and is one of the most productive farms of the County. Not only does this farm represent a salable value at the present time of well above \$50,000, but during its history it would be a conservative estimate if one placed the value of the farm crops and the forest products which have been taken from its soil at half a million dollars. Mr. M. B. Hayford, its present manager, is a farmer of much energy and experience, level headed, sound in judgment, and an excellent example of the hustling and successful young farmers of Aroostook.

Going northward to Caribou, and about a mile south of Caribou village, one comes to the farm of Mr. John McIlwain. The noticeable thing about Mr. McIlwain's farm to the passer-by is its fine residence, a cut of which is given in connection with this series of sketches.

Mr. McIlwain, who is now 43 years of age, migrated to Aroostook from Carleton County, N. B., twenty years ago. He brought with him very little money, his chief capital being a good share of the habits of industry, good judgment, energy and sober thrift which characterize so many of the good people who have crossed the Provincial boundary line to help enrich our County with their contribution of good citizenship.

He bought the farm on which he now lives for \$8,000, paying \$2,000 down, and it was to the good fortune of thus acquiring such a wonderfully fine tract of potato land as the McIlwain

farm embraces, that much of his subsequent rise to wealth can be attributed. Mr. McIlwain is a good worker, a good planner, and an all-round conservative and careful manager of his farm affairs, but the big crops the rich soil of his farm yielded went far toward making him the thriving farmer citizen he is today.

His average plant has been from fifty to seventy-five acres of potatoes. He has generally harvested maximum crops, and has been fortunate in getting in on the ground floor, as the saying is, in many of the bonanza price years which Aroostook has enjoyed. In this way, and through the great enhancement in value of his fine farm, he has become wealthy, and after having acquired wealth, having the taste, he decided to surround himself with all the appliances of comfort and refinement which are betokened by the handsome home he has built. The cost of this fine residence, one of the most attractive in the County or State, would not be far from \$30,000 if built today, and it is one of the show places of the County. The value of the McIlwain farm, which for salable purposes has not probably been very much enhanced by the elaborate house which has been built upon it, would not fall short of \$75,000, so that what Mr. John McIlwain has accomplished in twenty years is a striking illustration of what Aroostook has offered and still holds out to energetic and ambitious young men.

Over in the town of Limestone may be found in the case of Mr. Howard Nichols, another remarkable example of what has been accomplished by straight farming, unmixed with other lines of business. Limestone, which is a great potato town, is full of prosperous farmers, but Mr. Nichols affords the most striking example of the rapid and almost sensational rise many hundreds of Aroostook farmers have made from the bottom to the top of the ladder of prosperity.

Mr. Nichols, who is now perhaps fifty years of age, like Mr. McIlwain, came from that prolific nursery of thrifty farming folks, Carleton County, New Brunswick. He migrated from New Brunswick to Aroostook about twenty-eight years ago, bringing with him only a few thousand dollars. The Nichols farm, which now consists of 365 acres, with the exception of fifteen acres all cleared and under cultivation, and for the most part fine potato land, is the result of successive additions of adjoining land, after the original lot was purchased.

After he got into his stride raising potatoes, Mr. Nichols's average plant was about eighty acres. He has as a rule, raised his crops at a profit, but his rise to affluence has been chiefly

due to the clean-ups of several big years, notably the one of the year 1919—1920, when he raised 9,000 barrels of potatoes from a plant of between 75 and 80 acres, and sold quite a percentage of them at the rate of ten dollars a barrel. This made him a rich man, and having a hobby in that direction, he set about providing himself such a house and barn as would satisfy his ambition.

The house, which was built in 1914, contains 32 rooms, including three bath rooms, and is finished from top to bottom in the most elaborate style, and fitted up with every possible appointment of comfort and luxury. The barn, now in process of construction, bids fair to eclipse the house. Including the main barn, 60x120, the ell 44x60, and a shed addition, 10 feet wide and 76 feet long, the structure covers 10,600 square feet. The great basement has a cement bottom, cement walls 16 feet high, and there were used in building it, 800 barrels of cement and 3,000 barrels of gravel, besides large quantities of rocks. The height from the floor of the basement to the peak will be in the neighborhood of 75 feet. Above the basement storage will be afforded for hundreds of tons of hay and grain, while the basement, if used for that purpose, would accommodate 33,000 barrels of potatoes. The cost of the big barn will approximate \$80,000, a big financial stunt for most farmers, but Mr. Nichols is not exactly of the average farmer class financially, as he had within convenient reach when he started on his barn building enterprise, something over \$70,000 in cash.

Mr. Nichols is a hard-headed man, of seeming practical business turn, whimsical and full of dry humor, and withal a fine fellow. There are only himself and wife, the latter a most estimable woman, who to some extent fills the void caused by lack of children through being able to tip the scales at about 250 pounds, and by being in a general way a very pleasant and companionable woman.

A whole book of itself, and a fairly interesting one, might be written giving the facts of the remarkable rise scores and hundreds of Aroostook farmers have made from poverty to riches through farming, and when one says farming, in Aroostook it means potato farming.

There comes to mind, among the other individual cases we are now citing showing the possibilities of Aroostook farming, that of Mr. Walter Carmichael, a man of about forty-five, who lives on what is called the "back road" from Presque Isle to Caribou. Somewhere around twenty years ago Mr. Carmichael

bought a farm on that road of Mr. Athill Irving. The farm Mr. Carmichael bought contained 120 acres. The purchase price was \$8,000, and Mr. Carmichael paid \$200 down, Mr. Irving taking a chance for the balance on the faith he had in Mr. Carmichael's grit, energy and honesty. These latter assets panned out well, for Mr. Carmichael not only made good and paid for this original purchase, but later added to it another 100 acre, \$10,000 farm adjoining, then bought still another, and at last accounts had bought a forty thousand dollar farm which had drifted from its moorings by some default of management on the part of its owner, and was floating about in the market, offered at what Mr. Carmichael thought a very low price for so desirable a property.

In Presque Isle the big scale on which farming is conducted and the enormous advance in farm values are everywhere evident. Examples of big farming, not equalled in any farm community in the East, are afforded by such men as C. E. Hussey, F. T. Kierstead, Weston Hardy, T. M. Hoyt, and scores of others. The latter combines the business of growing potatoes on a big scale with the business of shipping his product to all the seed markets of the country, his trade covering practically every section of the South where potatoes are raised. The present season (1922), he has a plant of 600 acres on four different farms, which he either owns or operates on lease. He hopes to raise a crop of 90,000 barrels, practically all seed stock of the finest quality. In planting this great acreage he used 900 tons of fertilizer and 6,000 barrels of seed. By the first of July, when, if a hill of the millions in his plant had been pulled up, nothing but baby tubers of the size of marbles would have been found, he had already made an investment in the crop of nearly \$75,000. This would seem to be taking long chances, considering the different enemies which lie in ambush for the potato crop, but Mr. Hoyt has been taking such chances for a long time, after starting life with no capital except his ability and energy, and his courage and unbounded faith in the soil of Aroostook have been abundantly rewarded financially.

One of the greatest farms in the County was owned by Mr. Hoyt in partnership with Mr. F. C. Wheeler for a considerable period. This farm, on what is known as the Reach Road, was originally the homestead farms of Joel and Ozias Bean. Acquired and consolidated into one farm by Hoyt and Wheeler, it made a compact tract of about 400 acres, practically all with an even, smooth slope toward the Aroostook River, and almost every

acre tillable for potatoes. With the Bangor & Aroostook Railroad running along its front, and with its own storehouses located on sidings on that line, with splendid buildings and with ample equipment to meet every requirement, this so-called Hoyt & Wheeler farm was for years and is today the biggest business proposition in farming within the limits of the County.

At the present time it is owned by Phillips Company, a big potato concern with headquarters in Norfolk, Virginia, an active figure in which business is Mr. D. W. Corey, long located in the potato buying and shipping business in Presque Isle, and one of the most active and capable men who have been associated with the potato growing and shipping interests of Aroostook. The active management of the big farm is in the capable hands of Mr. Wheeler, who was formerly associated with Mr. Hoyt in the ownership of the farm. Since coming into the hands of Phillips Company the farm has been increased in size by the purchase of an adjoining farm, and now comprises in the neighborhood of 500 acres. Located on the same road as the State Sanatorium, the institution and the farm are features of special interest on that road, the farm especially being one of the show places of the northern part of the County.

CHAPTER XIV.

The Scenic Attractions Of Aroostook, Its Forests And Fish And Game, Its Roads And Its Automobiles.

In a series of sketches of this sort the claims of Aroostook on the score of scenic beauty should not be overlooked. Aroostook is attractive in many ways, but not the least so in the summer season, by reason of its almost unrivalled summer climate, and its scenery. Its summer season is brief, beginning about the first of June, and ending, somewhat too abruptly, in the latter part of September, which is often a very beautiful month in Northern Maine. But while it lasts Aroostook basks in such soft sunshine and balmy air, it has such a wealth of wonderful cloud and sunset effects, such coloring in the masses of verdure in the fields and forests, there is such a tonic in breathing the clear and invigorating air, and such joy in living as are found nowhere else.

In its hills and valleys, and its smooth, wide roads, which everywhere, winding through charming rural neighborhoods, appeal to the eye through their beauty, and what equally cheers and satisfies, their many evidences of human thrift and

prosperity, Aroostook, in the four months of summer sunshine it enjoys, is unrivalled.

It has the varied summer charms enjoyed by other sections of Maine and New England, and it also adds to what they have some special charms which they lack. For instance, in seasons when the winters are favorable, and the clover does not winter-kill, fields sometimes scores of acres in extent, burst into a riot of bloom and fragrance such as can be found nowhere outside Aroostook, and the traveller may ride for days through their fragrant verdure. Alongside the clover fields are the potato fields, more luxuriant in foliage than even the clover meadows, and when in full bloom not surpassed in beauty by any crop that is grown.



A TYPICAL FEATURE OF WOODS LIFE
IN AROOSTOOK

Besides its broad and wonderful farms, which visitors to the County so much admire, Aroostook is fortunate in the general configuration of its landscape. In North Aroostook it is traversed by the Aroostook River, a tributary of the St. John. The latter has its source in the remote western wilderness of the State, and after flowing for hundreds of miles through a magnificent valley, empties its waters into the Bay of Fundy. In no part of its long journey to the sea is it surpassed in beauty of scenery by any other river on the continent. Its tributary, the Aroostook River, is as beautiful, both in itself and in the beauty of the valley

through which it takes its course, as the parent river. In some respects, indeed, the Aroostook River Valley surpasses the St. John Valley in that it is far more extensive in area, receding gently from the banks of the river in a broad map of the most fertile and beautiful farming country to be found in all the eastern part of the country.

In addition to the scenic attractions of the settled portion of Aroostook, there is its vast forest, an unbroken wilderness stretching for a hundred miles between the last settlement and the Canadian border. What this mighty forest domain is one can feebly imagine, if he climbs to the tower of one of the lookout stations, which are perched on the top of every commanding elevation in the great wilderness country.



LAKE SCENE IN NORTHERN MAINE

From each of these lookout towers one looks down upon that part of the sea of treetops which intervenes between the tower he is in and the next on the crest of some hill on the distant horizon, and from the top of that one in every direction the same view is repeated. Each tower has a watchman, whose eye, during the dry months of summer is constantly scanning the great expanse of forest committed to his care for signs of fire, and if a wreath of smoke curls up above the tree tops anywhere within the precincts of his watch and ward, he gives the alarm by telephone to the fire warden of his district, with its location, as in-

licated on his map. The warden in turn calls up the patrolman within his district, and if this does not suffice, and the fire assumes threatening proportions, he calls upon the authorities of the nearest settlements to summon a posse of fire fighters to grapple with the emergency. For, though he may not be aware of the fact, every able-bodied man is amenable to the authority of the forest fire warden, and his summons to join a force that is ordered out to fight the spread of a forest fire that one of the lookout station watchmen has discovered and reported, is quite as imperative as a court summons to attend as a witness or for the purpose of jury duty.

These lookout stations have to do primarily with the protection of the almost boundless money value of the forested portion of the State, and the organization of the system has an economic and commercial object. But in preserving the millions of dollars of wealth which these hundreds of timbered townships represent, they also protect their scenic wealth from ruin and devastation by fire, and nowhere else in the whole country perhaps, is there a region of such scenic charm and fascination as is possessed by the vast wilderness of Northern Maine, a large part of which region is in western section of Aroostook.

THE FISH AND GAME ATTRACTIONS OF AROOSTOOK

Closely allied with the great forest of the County, and made possible by the extent and physical character of the wilderness region, is the fish and game attractions it holds out to those fond of hunting and fishing and of woods life in general. The great woods is full of lakes, ponds and streams, many of which teem with trout, salmon and togue, and by the side of the lakes and streams in the midst of the delights of forest freedom and solitude, there are countless places to pitch a tent or build a camp. For those who love such a life, and in most persons nature has implanted the sane and natural instinct which responds to the lure and fascination of a great wilderness, such as stretches over Northern Maine, this sort of life has an irresistible charm.

In order to maintain the hunting and fishing attractions of Northern Maine a system of laws for the protection of game has been enacted, and these laws are as vigorously enforced as the legislative appropriations for that purpose permit. In the lakes and streams hundreds of thousands of trout and salmon, propagated at the different hatcheries, are planted annually, the result being that the supply is not only maintained unimpaired, but in most of the waters of Northern Maine is on the increase. Dur-

ing the present season (1922) nearly a million young trout and salmon, hatched at the Caribou Hatchery, have been deposited in the different lakes and streams of the County, and it is proposed not only to keep up this system of annual replenishment of the game fish in the region, but to increase it from year to year.



THE DELIGHTS OF CAMP LIFE

The wilderness section of Northern Maine also abounds in big game, such as moose and deer. Many years ago caribou were as plentiful as deer are at present, but owing probably to the exhaustion of their food supply, they suddenly migrated, their objective apparently being Newfoundland, where they are at present found in large numbers.

THE ROADS IN AROOSTOOK

However charming a section of country may be in point of scenery, it avails little in these days of automobile travel, unless it has roads that invite the tourist, and that make trips for those who have cars, easy and enjoyable to take. For a considerable period after the automobile made its advent, Aroostook remained isolated and inaccessible, because of the usually bad, and often, after rains, practically impassable condition of the stretch of wilderness road located in part in the southern part of Aroostook, and in part in the adjoining County of Penobscot. The traveller never knew what he might expect to find in making a journey by motor car through this section, and this fact for a long time placed an embargo on tourist travel into and out of Aroostook.

This road is now undergoing improvement, and will soon be converted into a smooth and fine trunk line highway, which instead of being dreaded by automobilists, will be one of the most inviting routes for tourist travel in New England, no other affording the same novel and delightful scenery. At all times in the season of automobile travel this wilderness route will be a continual feast to the eye of the traveller, and will make a trip unrivalled for scenic beauty in the month of September, when the gorgeous tints of autumn are spread upon the vast woods through which this road runs.

Road improvement is also making good headway generally throughout Aroostook. From Houlton one is able now to travel to Van Buren, a distance of about seventy-five miles, on an excellent highway, a very large percentage of it either trunk line road or State Aid road. From the shire town of Aroostook one can also travel to Fort Kent by way of Presque Isle, Ashland, Portage and Eagle Lakes, a distance of about a hundred miles over an equally fine road, and through some of the most delightful farming, river and lake scenery to be found anywhere in the eastern part of the country. What is called a Three-Town-Way road is now in process of construction, which will link together by a trunk line highway the splendid towns of Presque Isle, Fort Fairfield and Limestone. This road will afford opportunity, also, to swing around a thirty-six miles circle, on a fine road, which will include the three famous farming towns of Presque Isle, Fort Fairfield and Caribou. In order to appreciate the progress that Aroostook is making in improved highways, one has only to cross over into New Brunswick. New Brunswick is older in point of settlement, its people are thrifty and prosperous, but at the present time its roads are very poor indeed in comparison with those of Aroostook and although our provincial neighbor is waking up to the importance of improved roads, the long lead Aroostook has, and the characteristic hustle and energy of Aroostook people in pushing forward improvements, will be likely to keep our County well in the lead.

THE AUTOMOBILE AS A FACTOR IN AROOSTOOK LIFE

Probably nowhere else in the United States is there a section of equal population where automobiles so abound as in Aroostook. And in the multitude of cars the great majority are not moderate priced cars, but high-class and pretentious ones. As a natural consequence of the gait it has struck in number and price of cars, garages and gasoline stations are more numerous

in Aroostook than saloons used to be in the thirstiest cities before Prohibition wiped them from the map, and they are not only more numerous, but are more costly and elaborate, and have a larger patronage than ever the saloons had.

Assume that Aroostook were wide open alcoholically speaking, on no holiday of the year would so many gallons of grog be poured down the necks of merrymaking crowds as are poured into the tanks of motor cars on any pleasant Sabbath day in summer, when Sunday joy riding is at high tide.

The sights on any fine Saturday night in any one of the hustling villages of Aroostook, cannot anywhere else be duplicated in New England as regards the automobile turnout. It is not uncommon in Presque Isle, the home village of the writer, on a Saturday evening, to have as many as five hundred cars packed like sardines into the business and the adjacent side streets. And what is true of Presque Isle, is true of Houlton, Fort Fairfield, Caribou, and in proportion to size, true of every village in the County.

In the same way that the wide-awake Aroostookans throng all the villages of the County on summer evenings, so they overrun any place that has a show or holiday with their generous patronage, and it is this spirit, and the fact that thousands of automobiles make it possible to exercise it, that has boosted such institutions as the Northern Maine Fair. If one doubts this let him attend the big day of the Fair, or take a glimpse at the cut of a big day scene at the Fair which is inserted in connection with these sketches.

It is not much use to moralize on the exceeding prevalence of the automobile in Aroostook, or to speculate on the bearing in various ways it has on the economic condition of the County. In fact, one hardly knows whether to deplore or to admire and enthuse over the kaleidoscopic picture of color and gaiety which the automobile gives to Aroostook all through the summer season. One thing is sure, that it vastly increases the scope and extent of social and business intercourse in the County, makes life much richer and more worth living, and has compensations that may very largely counterbalance the unquestionable extravagance and dissipation in a money point of view that now and then wreck individuals and that have to be reckoned with in a collective sense.

CHAPTER XV

The Natural Divisions and Sub-Divisions of Aroostook and Their Distinctive Features

Broadly speaking, Aroostook, although a political unit, is divided into North and South Aroostook, sections to a large extent separate and distinct in their business and social relations. Outside the communication these two sections have one with another by reason of their political identity, they have comparatively small interests in common. This is not to say that there is antagonism, jealousy, or lack of friendly feeling between them, but the situation arises simply from the great geographical extent of Aroostook, the diversity in soil conditions, as between the northern and southern sections, and those factors social, business and industrial, which operate to crystallize people into separate communities, and which even define the bounds of such communities with distinctness.

Roughly speaking, the social and business "divide" between North and South Aroostook is at a point where a line drawn from east to west across the map of the County, would coincide with the north line of the town of Mars Hill. Practically all of the business of Mars Hill, and the towns in its vicinity to the south, such as does not find a center at the growing village of Mars Hill, flows southward to Houlton, which is the magnet which attracts the population lying below the line mentioned. In other words, a Mars Hill man, or a Bridgewater man, and even more strongly, a Monticello or Littleton man, has his face turned toward Houlton and his back to North Aroostook, though he may not be giving the latter anything like a "cold shoulder."

To go further in the process of subdivision, Aroostook might be divided into five sections. These would consist of those parts of the County of which Houlton is the immediate center: Middle Aroostook, which has its natural center at the growing village of Mars Hill, that part of North Aroostook which the three big villages of Pressque Isle, Fort Fairfield and Caribou serve as business centers, the French section of Madawaska, and the Ashland region. All these several sections are distinct communities, but they each have, nevertheless, the physical features and the social and business characteristics which are broadly common to Aroostook and its people. Each is, with the exception of the Ashland region and Madawaska, distinctly agricultural, the people of each follow the same lines and the same methods of husbandry, and with the exception of Madawaska, are of the same stock, and represent the same type of citizenship.

When one goes below the line we have specified, into the atmosphere of South Aroostook, he will find the farmers inclined to farm on snugger and smaller lines. They plant fewer potatoes, are less prone to reach out and try to absorb surrounding tracts, they go more cautiously, and are inclined to take smaller risks. in other words, they "bore with a small auger." Where the big farmer of North Aroostook plants a hundred acres of potatoes, the so-called big farmer of the southern part of the County plants maybe fifty or seventy-five. As one goes further and further toward the southern limit of Aroostook, the habit of conservatism in farming is more marked, until when one gets down into the towns below Houlton their people, if they journey up into the big potato country of the North, are nearly as much astonished at the immense scale on which farming is conducted as are the small farm folks of the extreme lower part of the State.

The North Aroostook style of breadth and boldness has its merits as compared with South Aroostook, and it also has obvious defects, for while it makes bigger gains in the big years, it makes those who follow the broad-gauge system liable to much greater losses in bad years. When there are good years—and some amazingly rich ones have fallen to the lot of Aroostook in connection with the potato raising game, great clean-ups are made by the big North Aroostook farmers—sometimes fortunes in a single year. Conversely, when bad years come, and Aroostook has plunged into not a few "sloughs of despond," when either the crop was a partial failure, or the price went below the cost of production, then sackcloth drapes the homes of North Aroostook farmers much more heavily than it has to be hung out by the more careful farmers of the south end of the County.

In the southern part of the County we call to mind no really big farm as compared with the big farms of North Aroostook, with the exception of what was long known as the Whited farm at Bridgewater Corner. The original farm of 160 acres was bought by Mr. Fred Whited, who came from New Brunswick, shortly after the Civil War, the purchase price being less than \$2,000. To this Mr. Whited added later an adjoining farm of eighty acres. When the first starch factory came within his reach, he began raising potatoes. He also raised along with his crops of potatoes, a family of three husky sons, and the sons all got busy just as soon as they were able to handle a rake or pitchfork, to drive a horse or steer a plow. The Whited family lived simply. A mammoth stack of buckwheat pancakes always loomed up at the beginning of every meal like a small mountain,



AROOSTOOK RIVER VALLEY FROM CHRISTIE HILL

but when the meal was finished, the place it had occupied on the family board was a level plain. What is now termed "overhead" expenses were unknown to Fred Whited. He was scrupulously honest, a hard worker and though not at all an educated man, a most excellent planner and manager. The result was that he constantly got ahead, fairly fast during the starch factory era, and in some big years later on, wonderfully fast. He knew nothing of banks, and for many years had no use for them, his bank being a pasteboard box, which he kept under his bed. Mr. Whited got his first jolt as to the wisdom of this simple, home-made banking system one day when his buildings caught fire and were burned. As the fire spread from the big barn to the house, Mr. Whited naturally thought of his paste-board bank and the thousands of dollars it contained. He rescued it, and then, carrying it under his arm, went out among the crowd of neighbors who had collected, and began to give directions about salvaging other movable effects. While he was so engaged, the twine string which held the cover on to the bulging hoard of currency, became untied, and several wads, containing hundreds of dollars each, crept out of the box and fell to the ground. Fortunately, all the neighbors who had gathered at the scene of the fire, were honest, and as fast as a roll was discovered and picked up, it was returned to its owner. After this fire Mr. Whited thought it best to invest his surplus cash, rather than leave it lying around loose, and began to buy adjoining land. This he continued to do until the Whited holdings represented a big, compact tract of 500 acres.

In due course of nature Mr. Whited died, the big farm passed into the hands of his youngest son, Harry, and the latter some years ago sold it to the Edmunds Seed Potato Company of Boston, for between \$60,000 and \$70,000, which company still owns and operates it as a seed farm. Its history is that of typical Aroostook farming, and it would be interesting to know, if it could be computed, how many scores of thousands of dollars this great farm has made for its owners since Mr. Whited came across from the Province and purchased it many years ago.

Without regard to comparison of their respective merits and attractions, there is much to admire both in North and South Aroostook. In South Aroostook the splendid village of Houlton, besides having a history it can well afford to be proud of, is one of the finest and most attractive towns in the State. It is known far and wide for its business strength and stability, having the unique distinction of possessing the largest amount of wealth per

capita of any town in New England, with the exception of Brookline, Massachusetts. It is a town that has social culture and refinement in a high degree, is noted and much admired for the beauty of its residences, and possesses perhaps the largest number of fine and attractive residences, in proportion to its size, of any town in the State. It is well worthy of the pride its citizens take in it, and is also worthy of its title and office as the shire town of the great County of Aroostook.

Houlton has had in the past and has today many strong and deservedly influential citizens. At its bar, as the shire town, have figured many able men, notably the late Governor Llewellyn Powers and other members of the Powers family, which in the person of Hon. F. A. Powers, now a resident of Houlton, furnished the judiciary of Maine one of the ablest in its line of justices. It has had many able business men, and it contributed to the potato trade, which has flourished for so many years in Aroostook. Hon E. L. Cleveland, who is, if we are correct, the dean of the business in Southern Aroostook, and one of the most successful and conservative men in the trade. Besides potatoes, Mr. Cleveland has ventured into other lines, such as buying and developing real estate, and made various investments, in which he has been very successful. He is at the present time the President of the Aroostook Anti-Tuberculosis Association, and is an admirable choice for the position.

Houlton also takes a just pride in being the home of Col. Frank M. Hume, one of the most gallant soldiers Maine sent abroad in the World War. It was fortunate for many years in having a citizen of remarkably versatile ability and usefulness in the late Michael M. Clark, Esq., for many years Clerk of Courts, and during the period of his active life the real "Mayor of the City." It has today in the person of Register of Deeds, James H. Kidder, a man of such unique popularity that in that respect he is recognized as being in a class by himself. It also has the distinction of having been the home for many years of Hon. Albert A. Burleigh, truly in his latter years the "grand old man" of Aroostook, and deservedly entitled to occupy the place of honor in the esteem and gratitude of the people of Aroostook for his service in promoting the welfare and development of the County.

CHAPTER XVI

Middle Aroostook A Flourishing Section Of The County

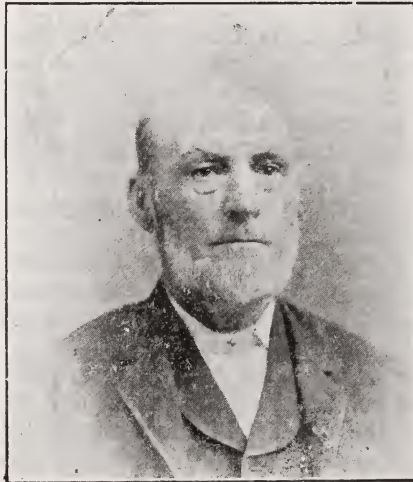
For many years after North Aroostook, or at least a considerable percentage of its area, had been provided with railroad transportation, what may be termed "Middle Aroostook," represented by the towns of Mars Hill, Blaine, Bridgewater and Monticello, were without any rail facilities, and their growth and progress were held in check on that account.

Up to the date of the building of the Bangor & Aroostook Railroad, farmers in these several towns were obliged to team all their produce to Houlton, a distance all the way from twelve to twenty-five miles, and the most of this teaming had to be done during the fall and winter months, involving besides hardship and severe exposure, so much expense that this section of the County was entirely unable to compete with sections favored with a rail outlet.

With the advent of the railroad all this was changed, Middle Aroostook was put on a footing of equality with other sections of the County. All the previously sleepy and listless little villages woke up with the coming of the railroad, the waking up being especially pronounced in Mars Hill and Blaine. These two villages, separated by quite a clear gap up to the time the railroad came, fostered more or less of a spirit of rivalry so long as it remained an open question which was to be the leading place on the County map. In deference to this feeling, and in order to keep peace in the family, the management of the Bangor & Aroostook gave the station at this point the name "Mars Hill & Blaine," which it carried for some years. Then the two villages began to fill up the gap between them, until they became practically one, with the growth predominating in the Mars Hill end of the community. The fine and flourishing school, known as the Aroostook Central Institute, was built on a commanding elevation intermediate between the two villages, and now the two have merged into one fine business center, and are a unit except as to name, and the conduct of their municipal affairs, which remain separate and distinct.

The twin villages make one very fine community, and owing to the fact that they have around them a big territory of as productive land as there is in the County, tilled by industrious and progressive farmers, and as the business men of the two villages are wide-awake and enterprising, they have a very promising future.

We do not know that either Mars Hill or Blaine owes its start to the late Benjamin Jones, but undoubtedly Mr. Jones' activity and enterprise were a good deal of a factor in laying the foundation of the two villages. In the course of the later development of the community the ability, public spirit, and various movements for the public good originated and promoted by the late H. W. Safford, were a decided factor in advancing the welfare of both Mars Hill and Blaine. At the present time they have many men in their list of strong business citizens. Among these may be mentioned the Husseys, who conduct now, as they have for many years past, the largest mercantile business between Presque Isle and Houlton. The original Hussey Store, then located at what was called Blaine Corner, was founded by the late S. H. Hussey. Some years since, the business was transferred to Mars Hill, where it is at present conducted, practically as a department store, under the management of Mr. Hal Hussey. The latter's son, Stetson Hussey, Jr., is a young and very promising lawyer, who for two terms occupied a seat in the House of Representatives at Augusta, and, as the candidate of the Republican party, will be one of three State Senators from Aroostook.



HON. GEO. W. COLLINS, BRIDGEWATER

An Old-time Business Man of Aroostook, and Prominent
As Worker for Railroad

Besides its extensive mercantile business, as one of the principal trade centers of the County, Mars Hill is one of the biggest shipping points for potatoes and other produce in Aroostook, having many storehouses of large capacity, and being equipped both in this way, and through having a large list of strong and reliable buyers, to handle the extensive potato raising and shipping industry, which centers at Mars Hill.

Next to Mars Hill, Bridgewater is the principal town in Middle Aroostook. The village of Bridgewater Centre is quite a hustling business place. The Bridgewater farmers are noted for their snug thrift, and many of them who make small pretensions, are not only moderately well off, but even wealthy. This is because the Bridgewater habit is to practice industry, and to save instead of spend.

The founder of Bridgewater Centre was the late Hon. Geo. W. Collins. When Mr. Collins took possession of its site for business purposes, planting there, first a store, then a starch factory, then a lumber mill and then a large sole leather tannery, he planted the seed from which has grown the prosperous village of today. Mr. Collins was a pre-railroad figure in the business life of his section of the County, but as such was one of the most active, energetic and capable men in the County, and Bridgewater Centre owes much to the work he performed in laying its foundation in the early days.

It is impossible, within the limits imposed in the preparation of this series of sketches of Aroostook progress and development, to go into details in describing the three splendid farming towns of Presque Isle, Caribou and Fort Fairfield, and the flourishing villages where their business, and to quite an extent the business of surrounding towns, centers. Three towns more on an equality in all that goes to make up community thrift and attractiveness, cannot be found anywhere in New England. In respect of this even balance in business enterprise, in the possession of wealth, fine farm and village homes, handsome and up-to-date business establishments, and creditable and useful public institutions these three North Aroostook towns and villages are unique.

Southern Maine towns of the same size have the appearance of having reached their growth and then having fallen into a slumber from which they have not wakened, but these three North Aroostook towns are always in a hustle. This statement might be qualified by saying that one day in each year this hustle is suspended. That is when, on the Fourth of July, two of them

empty their population into the third, it being the pleasant and amicable custom of the three towns to rotate Fourth of July celebrations. When this great event comes around, elaborate preparations are made, and instead of having rival celebrations, one village pulling against another, they boost for each other, their local papers declare in great headlines, what a glorious celebration their sister town is to have, and describe at length its features and attractions.

In general, though the territory they occupy necessarily makes them competitors in trade, everything is carried on pleasantly and without any unseemly strife. They speak well of one another, evidently think well of one another, though of course, a Presque Isle man must have the subconscious idea that Presque Isle is the hub of North Aroostook, and so must also a Caribou or Fort Fairfield man be possessed of the idea that they live in the only town in Northern Maine.

Each of the three towns has strong and able leading citizens in it, and each has, as a whole, a sound and highly respectable body of citizens to carry on its business affairs and its various social and civil activities.

At the present time, both in North and South Aroostook, business is being carried on largely by young men. Young men predominate in all lines, whether it be in the business life of the villages, or in conducting the operations of the big farms. Consequently Aroostook is a forward looking county, full of courage and spirit. Business, both on the farms and in all other lines, is cut out on a big, broad-gauged scale. A bad year or a succession of them, are not accepted as final. In Aroostook men in all lines make big gains in a good year, sometimes surprisingly big gains, and in off years they make big losses, sometimes almost staggering ones, but in good and bad years alike, things go along with the same vim and cheerfulness, optimism, courage and resiliency. This same spirit, in a different way is apparent in social affairs, and in everything that goes on in these fine towns. Either of them can mobilize more strength in numbers and substantial aid to boost anything that is worthy of being pushed and boosted than any other towns in New England. This makes each and all of them very pleasant places to live in, and to try to do business in.

Before concluding these rather hasty and imperfect sketches, which may be corrected and amplified at a future date, to deal more adequately of Aroostook development, it would not be proper to ignore the Ashland region or the French or up-river section. The Ashland region is one which is defined by natural

local limits and characteristics quite as clearly as any other section of the County. It has its peculiar attractions, and its peculiar lines of activity which distinguish it from the Aroostook River Valley towns, the latter section being to all intents and purposes purely agricultural. The Ashland region was in past years, and to quite an extent still is, a great lumbering section. Ashland itself was for many years a lumbering center of great importance, and up to the present time the lumber, fish and game interests have a tendency to overshadow agriculture.

Within a narrower area, the Ashland region has as fertile a soil as any other part of the County, but the farms are not cultivated so intensively by any means as in the Caribou—Fort Fairfield—Presque Isle section. The conditions are changing, however, in this respect, and farming is coming more to the front in the Ashland region. The pulp octopus, represented in the Ashland region by the International Paper Company, is gradually killing out the saw-mills, and with the disappearance of these from the industries of Ashland, that section will be thrown back more upon agriculture. The fish and game interests will remain and their importance will increase in this section. The vast forest which stretches west from Ashland will remain, it is to be hoped, perpetually preserved and protected. As it is not a probable development of the future that its great forest should be improved, and converted into cleared townships, then, as the next best thing for Northern Maine, they should be kept intact and protected against waste and devastation by the pulp makers, so that the big game in its forested area and the fish in its hundreds of lakes and streams may attract increasing thousands of hunters and fishermen to the region.

The Ashland section is one of the most interesting hunting and fishing regions in the entire country, and every year as this fact is recognized, there will be an increasing influx of sportsmen to this region, and to the end of featuring this great asset, all who are interested in the County, and especially directly interested, namely, the residents of Ashland and the other towns of that section, should make every effort to make the region better known and more attractive. One of the measures to this end should be a realization on the part of people of what these interests mean to the prosperity of their section, and there should be a zealous effort made to preserve what they have by co-operation with the Fish and Game Commission in the protection of fish and game, and the education of the public mind to the importance of the passage of laws to conserve and protect the forested

townships in Western Aroostook from the devastation which has been the fate of so many other forest areas of the country.

A whole book might be written, and interestingly written, giving the history of the development of what is known as the Madawaska region. Indeed, such a book was written by the late Patrick Therriault, and has been published, but whether there is an edition in English, the writer is not aware. Mr. Therriault prepared himself by research and investigation for this work, and the volume he prepared is said, by those who have read it, to be a very interesting history of this most interesting section of our State.

As the writer understands, the inhabitants of the towns of the Upper St. John River are the descendants of the ancient Acadians. Outside of the history which has been prepared by the late Mr. Therriault, probably Mr. Wiggins's history, given in the first part of this work, is the best account available. The tragic features and incidents of the migration of the French people to the homes they now occupy on the Upper St. John, has nothing of the commonplace experience which entered into the lives of those who migrated into the wilderness of the lower part of the County, and carved homes there out of the wilderness.

The romance and adventure in which this community of Northern Maine had its origin, still lingers in the quaintness and simplicity in the habits and customs of the people, which reflects very faithfully the image of Acadian life as it was drawn by Longfellow in the sweet and beautiful poem of *Evangeline*. Added to this quaintness and simplicity in the life and general habits of the "Up-River" French, is the fact that this life has, as a setting, the most charming natural scenery to be found in New England. These considerations make a trip through the region of great interest, and as the highways of auto travel are improved, it will be increasingly visited from year to year by tourists from different parts of the country.

But the Madawaska country is by no means anchored in the past, or living placidly in bygone times, however much the past may still be mirrored in the life of its people. No part of Aroostook is undergoing more of a business transformation, and no part is making greater progress than the towns of the Upper St. John River. No towns in the County have more hustling business men, and none are growing faster. Indeed, the Hon. Peter Charles Keegan, who has figured more prominently, at least in a public way, in the development and progress of Van Buren, and in the other communities of Madawaska, than any other

man, declares that Van Buren is destined to be the biggest town in Aroostook. This may be an extreme statement, but when one visits Van Buren and views it from various angles, so as to comprehend the different factors of its growth and prosperity, the snug thrift of its people, the great lumbering interests, which the vast territory covered by the St. John River and its tributaries seems to afford assurance of reasonable stability, the enterprise of the business men of that section, the activity of the people in fostering schools, and the progress they are making in education—all these things seem to give Mr. Keegan's prediction an air of plausibility at least.

The so-called Madawaska region was brought out of obscurity by the advent of the railroad. For the extension to Van Buren, that young city has Hon. Peter Charles Keegan to thank to a great extent—at least for greatly hastening the date of its coming. For the Fish River Extension there was more of a purpose on the part of the projectors and builders of the Ashland branch to enlarge that field, and to reach, as an objective, the great lumbering manufacturing center of Fort Kent. The result has been to bring these upper towns in a railroad way to the front and to put them and especially Van Buren, still more on the map by railroad developments which have taken place in Canada, across the St. John River from Van Buren.

At Van Buren proper they have now what has been classed as the biggest lumber manufacturing plant east of the Pacific Coast, the one operated by the St. John Lumber Company. Van Buren also has the advantage of lumber and other business activities carried on by Mr. Allen Hammond, one of the most energetic and successful business men in the County. It also has other men of the calibre of Mr. Hammond, so that in business and social life and last but by no means least, in the political affairs of the County, the up-river part of Aroostook is a very decidedly important factor to be dealt with and recognized. At Keegan, a short distance above Van Buren proper, there is a very smart pulp mill, the extent of whose operations may be imagined from the fact that in the mere matter of electric power consumption, it pays the Gould Electric Company \$50,000 a year.

Educationally, Van Buren has, in St. Mary's College, a very flourishing and finely conducted school, a counterpart of which may be found in the State Training School, which is being conducted so successfully at Fort Kent. These and other schools are important factors in promoting the successful development of this great upper country, and their influence is very evident

in the bright and wide awake young men and women who are coming up in that section. Many convent schools are also taking a very helpful part in the educational training and development of the rising generation in Madawaska.

The writer is aware that what has been written herein concerning the development of Aroostook, is only a superficial picture of what is being accomplished in this great County. The purpose is to round out the record so admirably and studiously prepared by Mr. Wiggin, and to give at least a glimpse of what has taken place in Aroostook since he wrote his early history of the County. We are aware that in what we have written little has been done except to give an imperfect glimpse of the progress that has been made, but, as we have said, this may be later revised, improved and enlarged so as to be a worth while contribution to the history of Aroostook progress and development, and as such it is submitted to the kind consideration of the reader.

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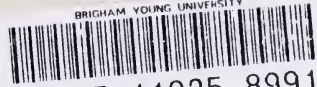
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